AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING. MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XX., No. 10.] SATURDAY, MARCH 5, 1864. [WHOLE No. 1,455, VOL. XXXVII.

☞ MR. FREDERIC ALGAR, No. 11 Clements Lane Lombard Street, LONDON, is the authorized European Agent for the *Journal*.

PRINCIPAL CONTENTS.

Opening of the Pacific Railroad.....225
Allegheny County Bonds.....225
Chicago and Northwestern Railway.....225
Foreign Commerce of the United States.....229
Canadian Trade with the United States.....229
Funded Debt of Chicago.....229
Railroad Earnings.....229, 233
Stock Exchange and Money Market.....241
The Public Lands.....243
Interference with Railroad Franchise.....244
Tolls, Trade and Tonnage of the Canals.....244
Cleveland, Columbus and Cincinnati Railroad.245
Debt of Sacramento, California.....245
California Treasure Shipments.....245
Area, Population, Valuation and Debt of each of the Loyal States of the Union.....246
Wisconsin and Lake Superior Railroad.....247

American Railroad Journal.

New York, Saturday, March 5, 1864.

Maps of the Coal and Iron Regions of Pennsylvania.

We have received from the author, P. W. Sheafer, Esq., copies of his two new maps, being in fact official documents, containing on large sheets, all the localities of the coal and iron mines of Pennsylvania, its railroads and canals, and the sites of its various manufactories of iron. It shows also the various avenues to market by natural and artificial routes, indicating the enterprise of the people of that State in a striking manner. Annexed to the larger map are numerous descriptive and statistical tables, containing the names and locations of the various iron furnaces, rolling mills, forges and bloomeries, not only in Pennsylvania but the neighboring States. The smaller map is a comprehensive one of the coal fields, the best we have seen. In short, these maps show at a glance, and yet in detail, the immense mineral area of the State, and the position of its various coal fields, in a convenient and practical form, suitable for the counting-room or the private study. It is a timely and valuable contribution to topography, and physical as well as terminal geography.

We should be pleased, if we were not restrained by the copyright, to make some extracts from the tables to verify the favorable opinions we entertain of these maps.

Opening of the Pacific Railroad.

Under this heading, in our issue of 5th December last, we gave an account of the opening of a portion (31 miles,) of the railroad from San Francisco to San Jose. We now learn that the whole section of 50 miles has been completed, at a cost of $2,000,000. The road was formally opened for business on the 16th of January last. This road forms the first section on the Pacific slope of the great contemplated railway across the continent. The prospects are regarded as extremely flattering. The *Alta California* says:

The Central Pacific Railroad Company are pushing their work on from Sacramento to the State line, and already several miles of rails are laid. The surveys on the Western Pacific Railroad, from this point to Sacramento, are now about completed, and the work of actual construction will commence with the opening of spring.

Allegheny County Bonds.

An important decision was recently rendered in the U. S. Circuit Court for the Western District of Pennsylvania, by Justice Grier, in the case of Evans *vs.* the Cleveland and Pittsburg Railroad Company. This was an action of debt, brought to recover the sum of $15,000 for over-due coupons on the bonds of the County of Allegheny, guaranteed by the Cleveland and Pittsburg Railroad Company. The coupons were in the usual form. The contract of the defendants was endorsed on the bonds, and read as follows:

OFFICE OF THE CLEVELAND AND PITTSBURG R. R. Co., CLEVELAND, Ohio, Oct. 20, 1853.

For value received, the Cleveland and Pittsburg Railroad Company assign the within bond to ——, or bearer, and guarantee the punctual payment of the interest thereon, as it may fall due, at the place and time specified.

By order of the Board of Directors of the said Company.

CYRUS PRENTISS, President.

The County of Allegheny refused to pay the interest, and the plaintiff instituted action against the railroad company for the payment of it. The following points were decided:

The Cleveland and Pittsburg Railroad Company had full power to execute a contract guaranteeing the punctual payment of the coupons attached to the bonds of Allegheny County, which were given the county in payment of her subscription to the capital stock of the Railroad Company.

The bonds and coupons being made payable to bearer, they pass by mere delivery, and no assignment is necessary to enable the holder to sue.

The contract being made in Ohio, to be executed in New York, and by the laws of both those States, such a contract being an original undertaking, in order to maintain an action on the guarantee it is not necessary for the holder to sue the County of Allegheny in the first instance, or pursue it to insolvency; nor is any demand or notice required.

The Courts of the United States receive the statutes and judicial precedents of the different States as evidence of the law of each State without special plea or proof witnesses.

Chicago and Northwestern Railway.

The Chicago and Northwestern Railway Company is successor to the Chicago, St. Paul and Fond du Lac Railroad Company. The latter was a consolidation, under acts of the Legislature of Illinois and Wisconsin, of the Illinois and Wisconsin Railroad Company in Illinois, and the Rock River Valley Union Railroad Company in Wisconsin. The consolidation was consummated in March 1855.

The "Illinois and Wisconsin" Company's line extended from Chicago, Illinois, to Janesville, Wisconsin, a distance of 92 miles, and at the time of consolidation had been completed and was in operation from Chicago to Woodstock, Illinois, 52 miles. The gauge of this road was originally six feet, but was subsequently altered to one of 4 feet 8½ inches.

The "Rock River Valley Union" Company whose line extended from Janesville north to Fond du Lac, had failed, and its property been sold under foreclosure to the bondholders. At the time of consolidation, however, the northern portion of its line viz., from Fond du Lac southward to Chester, 18 miles had been completed and was in operation.

By means of the consolidation, the Chicago, St. Paul and Fond du Lac Company became possessed of an entire and direct line from Chicago into the very heart of Wisconsin, reaching the large and increasing business of its most important inland towns and cities, including Janesville, Madison,

Watertown and Fond du Lac; and power by charter to extend the road *via* Madison northwestwardly to the northwest State Line of Wisconsin near St. Paul, the capital of Minnesota, and from Fond du Lac, on Lake Winnebago, northwardly through the great lumber and mineral regions to Lake Superior.

The first object of the new company was the completion of the road between Chicago and Fond du Lac, a length of 178 miles. The main northwestern and northern divisions of the line it was considered necessary to hold in abeyance until this object was attained.

The first annual report of the new company brings matters up to the 1st September, 1855. The total expenditure on the line to that date, including $100,000 expended between Janesville and Madison had been about $3,625,000, which was represented as follows:

By stock (and interest) Ill. and Wisc. R. R. Co. ..... *about*	$1,100,000
By stock issued and to be issued on account of purchase of Rock River Valley Union Railroad, at sale under mortgage March 24, 1855, in accordance with bondholders' agreement ..... *about*	1,200,000
By mortgage bonds of Illinois and Wisconsin R. R. Co., sold	950,000
By special 10 years' bonds of Chicago, St. Paul and Fond du Lac R. R. Co., issued and to be issued for interest on on the above bonds	125,000
By Bills payable ..... *about*	250,000
Total ..... *about*	$3,625,000

And the cost to complete the line as contemplated was estimated at $2,375,000—making a total cost of 178 miles $6,000,000 or about $33,700 per mile. This sum included the cost of large and valuable depot grounds at Chicago, Janesville, etc.

The condition of the road at the same date was as follows:

Road completed and in use	70 miles.
" fully graded	50 "
Line to be graded	58 "
Total length of line	178 "

The bridging and masonry on the graded portions were also nearly complete; and the 58 miles not graded lying chiefly in the valley of Rock River had been found very favorable and compared with the rest of the line could be completed at a moderate expense. The company also held valuable machine shops at Chicago and others at Fond du Lac, and had economical depot buildings and water stations at Chicago and the principal stations on the line.

On the 1st July, 1855, the equipment, stock, etc., of the roads severally were as follows:

	Ill. & Wis. R.	R. V. U.	Total.
Locomotives	5	2	7
Passenger cars	4	1	5
Baggage cars	4	–	4
Freight cars—box	46	6	52
" " —platform	27	23	50
Gravel cars	30	25	55
Hand cars and trucks	7	4	11

—and machinery, lumber and materials, etc., valued at $19,000. The whole cost of these including the cost of machinery etc., had been $182,200.

The earnings of the two ends of the road for the month of August, the first month of uninterrupted use since the opening to Woodstock and subsequent to the change of gauge were about $17,000. The earnings prior to August on the Chicago end of the road while in progress and operating various distances from 20 to 40 miles had been about $57,000.

To provide means for the further prosecution of the work, and free it from encumbrances, the company now determined to issue $3,000,000, 7 per cent, 30 year, convertible bonds, secured on the entire line from Chicago to Fond du Lac, and by a sinking fund of one and a quarter per cent per annum.

Of these bonds $1,500,000 were used to retire the bonds of the Illinois and Wisconsin Company, made previous to the consolidation and secured on 70 miles of road in Illinois ($950,000 of which bonds had heretofore been sold and $550,000 pledged for liabilities); and the remaining $1,500,000 were to be expended on the unfinished portion of the line. Including the unexpended portion of these bonds the total resources of the company for the further prosecution of the work amounted on the 1st Sept., 1855 to $2,878,000 as follows:

Unappropriated first mortgage bonds ..	$2,050,000
Stock pledged along the line	250,000
Stock to be paid contractors	108,000
Bond subscriptions voted by towns and cities, viz:	
City of Fond du Lac 7 pr. ct. 20 yr. bonds	200,000
City of Watertown 8 pr. ct. 20 yr. bonds	120,000
City of Janesville (balance of $150,000) 8 per cent. 20 year bonds	70,000
Town of Jefferson 8 pr. ct. 20 yr. bonds.	40,000
Town of Ft. Atkinson 8 p. c. 20 yr. bonds	40,000
Total resources	$2,878,000

—and the wants of the company to complete the road from Chicago to Fond du Lac were—

For existing liabilities	$250,000
To finish road from Chicago to Janesville 92 miles	534,000
To finish road from Janesville to La Crosse Junction 56 miles	1,000,000
To finish road from Junction to Fond du Lac 30 miles	120,000
To provide additional rolling stock	100,000
Stock and bonds to be issued to contractors	216,000
Total	$2,220,000
Leaving for discounts, etc	$658,000

The second annual report was presented to the stockholders in May 1857. By this we are informed that the company had completed and opened the portion of its road extending from Woodstock in Illinois to Janesville in Wisconsin, and extended the northern section of the line from Chester to its junction with the La Crosse and Milwaukee Railroad—thus having added to its line about 58 miles of new track and making in all 122 miles of road in operation.

"The portion of the road now finished" says the report "is unsurpassed in real merit by any other of the same length in the west. Between Chicago and Janesville it deviates but very little from an air line for the whole 92 miles; and on the remaining 30 miles in the northern division the curves are very slight, and the grades nowhere upon the route exceed 40 feet to the mile." "At Janesville a connection is made with the Milwaukee and Mississippi Railroad which has within the present month been opened for business to Prairie du Chien, thus making our road part of a *through* route of 227 miles from Chicago to the Mississippi River at that point."

The equipment of the line at this date consisted of 18 locomotives, and cars, viz., 14 passenger, 120 box freight, 138 platform, 50 gravel and 6 baggage; and 8 passenger, 1 baggage, and 40 box freght cars had been ordered.

The unfinished portion of the road between Janesville and La Crosse Junction was in progress and the iron had been purchased. The portion between Janesville and Milton, 8 miles was under contract to be completed by August 1st; that between La Crosse Junction and Watertown 18¼ miles by September 1st; and the remainder between Watertown and Milton by January 1st, 1858. Thus the entire link connecting the southern and northern divisions were now under contract and the work being prosecuted vigorously.

In the spring of 1856, by efforts mainly of this company, a grant of land was obtained by an act of Congress to aid in constructing railroads in Wisconsin and Michigan. The lines provided for in the grant, and specially sought for by this company, were—the one line from Fond du Lac northerly to the State line, and thence diverging through the northern peninsula of Michigan with two termini on Lake Superior, to wit: one at Ontonagon, the general depot and harbor of the copper interests, and the other at Marquette the harbor and depot of the iron interests of those regions, and—the other line from Madison to St. Croix River near St. Paul. These lines specified in the act of Congress, were the precise routes over which this company contemplated building its roads, and were mainly covered by its charter. But the grant for Wisconsin Railroads having been given to the state, as is usual in all such cases, and not directly to this company, the Legislature of the State in October 1856, for reasons not apparent but evidently not from any hostility to this company, thought proper to give the western grant to the La Crosse and Milwaukee Company, then extending their work from Milwaukee; and the eastern grant they gave to a new company of citizens of Wisconsin alone under a new charter, by the name of the Wisconsin and Superior Railroad Company.

The line of this company being the natural continuation of the Chicago, St. Paul and Fond du Lac Railroad, and as the latter company was actually engaged in constructing its line north of Fond du Lac, arrangements were mutually agreed upon for uniting the interests of the two companies.

The result was that under an act of the legislature of Wisconsin passed during the session of 1856–'57, the two companies were consolidated into one corporation on the 5th March, 1857, under the corporate name of the first named company, and thereby the company so consolidated became endowed with all the rights of the original land grant company, as well with its right of the grant of land from Congress over the road from Fond du Lac northerly to the State Line a distance of about 165 miles.

The legislature of Michigan which had the disposal of the lands granted to that state, in aid of railroads, distributed them among several companies. That portion of the grant pertaining to the route from Marquette on Lake Superior to the Wisconsin line was donated to the Lake Superior and State Line Railroad Company, and that portion of the grant extending from Ontonagon to

the Wisconsin line to the Ontonagon and State Line Railroad Company, both companies organized under the general railroad laws of the State.

In accordance with the provisions contained in the said several charters, and also by virtue of special acts of the Wisconsin and Michigan Legislatures authorizing the same, the Chicago, St. Paul and Fond du Lac Company, and the two Michigan Companies were consolidated, the first by articles signed March 15th, and the last named by articles signed March 27th 1857.

The distance from Fond du Lac (where the land grant commences) to the State Line of Michigan is about 165 miles, and from State Line to Marquette about 75, and to Ontonagon about 90 miles, making in all 330 miles of land grant road, upon the most direct and natural route to the copper and iron harbors of Lake Superior. The act of Congress gives every alternate section of land for six miles in width on either side of the road, or in other words for the 330 miles of route no less than 3,840 acres per miles, or in all 1,267,000 acres. Besides this the company has the right of running a road northwesterly to the west end of Lake Superior within the State of Wisconsin to which the grant of land also attaches. This can be done at any time within 10 years from the passage of the act, and if done, will add about 900,000 acres to the lands of the company.

In the meantime while these arrangements were progressing the Chicago, St. Paul and Fond du Lac Company decided to push on northward, and in the winter of 1856–'57 made ready for the superstructure the section between Fond du Lac and Oshkosh a length of 17 miles. The line from Oshkosh to Appleton was surveyed the same season, and the further extension of the line to Green Bay decided upon.

The total cost of construction and equipment to May, 1857, was $5,692,207 64 which sum was raised as follows:

Capital stock, scrip etc	$3,750,100 00
First mortgage bonds	1,503,000 00
Ten year bonds	131,000 00
Two year bonds	175,751 76
Fond du Lac city bonds	5,000 00
Cash advances and outstanding liabilities, etc., etc	1,619,102 88
	$7,183,954 64
Less available assets on hand, consisting of city bonds, farm mortgage bonds, lands etc., received mainly in payment for stock	1,491,747 00
Total cost of construction and equipment	$5,692,207 64

The whole additional cost of completing the road to Appleton, 40 miles north of Fond du Lac, was at this time estimated at $2,075,025 29. To provide for this outlay as well as to cover the advances above stated and to secure an ample margin for discounts, etc., the resources of the company were:

1st Available assets on hand, as above	$1,491,747
2d First mort. land grant 8 p. c. bonds	3,600,000
Total resources	$5,091,747

The land grant bonds here spoken of were based upon the Congressional grant commencing at Fond du Lac and ending at Appleton or 40 miles north of the first named place. On the completion of this portion of the road the company would be entitled to 230,400 acres of land. The $3,600,000 bonds issued under the mortgage bearing date April 6, 1857, were a first lien on these lands as well as on the road itself and also a second lien on the 178 miles south of Fond du Lac—one half of the existing 1st mortgage bonds, however, to be retired, so that the increased lien on the property would be only $2,100,000. This accomplished, the company's position would be as follows:

Its property 218 miles of road, or including side tracks 240 miles	$7,660,000
230,400 acres of land at $13.50 per acre	3,110,400
Total valuation	$10,770,400
1st mortgage bonds	5,100,000
Excess of value over lien	$5,670,400

"These bonds," says the report, "bear interest at the rate of 8 per cent. per annum, and have twenty-five years to run, being dated 1st of May, 1857, and payable 1st of May, 1882. The coupons are payable in New York 1st of May and 1st of November in each year." The mortgage itself provided for an issue of $12,000,000, but $3,600,000 only to be issued at this time.

The earnings of the road while in course of construction to Janesville, were for the first eight months of 1856, $166,199 98. The road was opened to Janesville in September, and the earnings on that portion of the line for the next eight months, or to the end of April, 1857, were $288,048 33. The operating expenses were estimated at less than 50 per cent. of the gross earnings.

The financial crisis of the fall and winter of 1857 brought grief to this among many other western companies. During its existence the company became indebted to employees and others, and the earnings of the road (sadly fallen off from the promise of the last report,) had been applied to the liquidation of their claims only. This was an unforeseen difficulty, and as a matter of course money for construction had to be procured from other sources. By the terms of the land grant the 17 miles of road between Fond du Lac and Oshkosh were to be completed by the 1st of August, or the lands be forfeited. Only $50,000 were required to finish this section, and even this could not be raised. In this emergency the bondholders met in New York on the 11th of February, 1858, to devise measures to accomplish the end desired. The result was a recommendation that the first bondholders ought to supply the needful means, and a committee of three was appointed to solicit their consent to allow the earnings of the road to be applied to construction until completed. This we believe was complied with, and the road was opened for travel in due time and the land grant saved from forfeiture.

The condition of the company, however, continued to get worse and worse. Every interest of the country, indeed, was involved in trouble during the next year; and early in 1859 a re-organization of the company was determined upon. Meetings of the creditors and stockholders were held in New York on the 17th and 22d of February, 1859. At the first meeting a resolution was adopted, appointing a committee of twelve, (three from each class of bondholders, three from the unsecured creditors, and three from the stockholders,) to devise and with the least practical delay, report a plan for extricating the enterprise from its embarrassments and for the prosecution of it to final completion to a point 40 miles north of Fond du Lac in season for the fall business. This committee reported at the adjourned meeting which assembled on the 22d, that the liabilities of the company were substantially as follows:

1st mortgage 7 per cent. bonds		$3,000,000
Unpaid coupons due Feb. 1, '59	$432,180	
Add coupons to Aug. 1, 1860	315,000	
		747,180
Total 1st mortgage, 1st Aug., 1860		$3,747,180
2d mortgage (land grant) 8 per ct. b'ds		3,000,000
Add coupons due up to, and including Nov. 1, 1860		406,000
		$3,840,000
Real estate 8 per cent. bonds $350,000, and interest		406,000
Builders' and tax lien on engines		80,000
Debt to Winslow, Lanier & Co		150,000
		$8,223,180
To this add the balance of the general debt, which may be found due after deducting and applying the securities, or the avails of them pledged for the payment of portions of this debt. The aggregate amount of debt so outstanding, including bills payable, ten year bonds, Fond du Lac City bonds and sums due on the line of the road etc. *about*		$2,500,000
Less securities applicable to the payment of this sum	1,250,000	
		1,250,000
Total		$9,473,180
Or exclusive of the capital stock *about*		4,250,000

To finish the road from Janesville to La Crosse Junction, there was also required an additional sum of $600,000, and to discharge the Winslow debt and other liens $230,000—in all, say $830,000, to pay which the company had no resources, either from earnings or otherwise. Nothing, indeed, remained to save the property from ruin, but the adoption of prompt measures, and a reasonable reliance on the forbearance of the company's creditors. The precise method of solving the difficulty was left to the friends of the road, but the committee had agreed to recommend the following:

1st. The foreclosure of the two existing mortgages, the property to be purchased by the agents of subscribing bondholders, and the reorganization of the company to be effected on the following basis:

a. An issue of coupon 30 year sinking fund bonds to the amount of $4,500,000 at 7 per cent., secured on the entire road from Chicago to a point 20 miles north of Fond du Lac to pay the 7 per cent. coupon bonds, and past due coupons thereon up to, and inclusive of August 1, 1860, the balance to the extent of $1,000,000 to be applied to the payment of the Winslow and other liens, except to the amount of $600,000 to be set apart to the cost of the division between Janesville and the La Crosse Junction, and of the road to a point 20 miles north of Fond du Lac.

b. The land grant 8 per cent. bonds $3,000,000, with coupons at 8 per cent. from 1st of January, 1857, to be provided for as follows: The land which secures these covers 153,600 acres, and this shall be vested in the land grant bondholders in the extinguishment of $1,000,000 of the principal, and all the coupons on the whole issue of $3,000,000, up to November 1st, 1860. For the balance

the company to pay $2,000,000 in coupon 6 per cent. bonds, interest semi-annually after November 1st, 1860, and secured by a second mortgage on the entire road from Chicago to a point 20 miles north of Fond du Lac.

c. The general and unsecured debts outstanding to be liquidated in the common stock at 75 per cent. on the amount including interest due.

d. The stockholders to receive 60 per cent. in a new issue of stock.

Bondholders of both classes were also required to advance ten per cent. in cash on the face of their holdings, for which they were to take at par —the 1st bondholders, 1st sinking fund bonds, part of the issue of $4,500,000, and the land grant bondholders 1st mortgage bonds. Those not coming in within 60 days after the 1st of March, to be excluded from the benefits of the arrangement, and to receive only their *pro rata* of the sum for which the property might be sold; and in case of inability or unwillingness to pay the 10 per cent., then the first five coupons due or to become due to be surrendered.

This arrangement was virtually carried out. On the 2d of June, 1859, the Ch. S. P. and Fond du Lac Railroad and property, lands and effects of the company were all sold under foreclosure of the 1st and 2d mortgages, and the entire title passed by these sales to Samuel J. Tilden and O. D. Ashley of New York, duly authorized purchasing agents of the bondholders under an agreement bearing date, March 16, 1859.

On the 7th of June same year a new corporation was duly and legally organized in pursuance of special and general laws of Illinois, Wisconsin and Michigan, under the name and style of the

CHICAGO AND NORTHWESTERN RAILWAY CO.; and the said purchasing agents thereupon duly conveyed over to the said company, the said railroad so sold and purchased by them together with all its lands, property and effects whatever.

On the 10th of June following the company let the contracts for the grading, bridging, superstructure and track laying of the unfinished road between Janesville and La Crosse (now Minnesota,) Junction, and proceeded at once to purchase iron for the same, and to obtain the necessary right of way.

About the 1st of July the contractors commenced work on the road, and on the 6th of October following, the company ran a train over the entire road from Chicago to the city of Oshkosh about 194 miles.

According to the 1st report of the company, the moneys subscribed by the bondholders for the completion of the road, viz., 10 per cent. upon all their bonds had all been collected except about $9,000.

Within the year last past several new connections and running arrangements had been made. The Kenosha, Rockford and Rock Island Railroad had been completed to Rockford, and the Racine and Mississippi Railroad extended to Freeport, and *via* the Illinois Central Railroad to Dubuque; the Milwaukee, Watertown and Baraboo Valley, and the Milwaukee and Horicon Railroads had been tapped, etc. The extension of the road to Neenah, Menasha, Appleton and Green Bay was now called for, and the right of way obtained from the people living on the proposed line, chiefly by free grant.

The 2d report of the company brings its history up to 1st of April, 1861. By this time the extension of the road north was in operation to Neenah, 12 miles from Oshkosh, and the track laid nearly to Appleton. For the construction of this extension (the Appleton,) bonds to the amount of $8,000 per mile were issued, and $30,000 of the earnings of the line used. Large sums from earnings had also been expended on equipment, etc. These circumstances taken in connection with the alarming changes in the political condition and prospects of the country, caused by the approaching rebellion and the consequent serious derangements of monetary and business affairs, made it impossible for the company to obtain money wherewith to pay the coupons on its general first mortgage bonds due February 1.

This inability to pay interest on the general first mortgage bonds was notified by circular dated January 21st, and a meeting of the bondholders called for the 11th of April. At the meeting then held the affairs of the company were fully stated by the directors, and a committee of nine appointed "to take into consideration the report of the directors presented to the meeting, and to report thereon on the 16th." At the adjourned meeting the committee reported that the best plan to meet the existing difficulty would be to fund the coupons falling due until the road should be completed and other obligations discharge. But it was not until the meeting held on the 12th of July, that any decision was come to when the committee recommended the funding of five coupons in 7 per cent. bonds to run 15 years, secured by a sinking fund of 2 per cent. per annum to commence November, 1862. This recommendation was carried into effect by a resolution approved at a subsequent meeting held July 18, but was so altered as to embrace six coupons and extend the time for the commencement of the sinking fund to November, 1863. The bonds issued for the coupons surrendered are known in the market as "Interest Bonds," or "Coupon Bonds," and the general first mortgage bonds with the coupons cut off to August 1, 1864, are known as "Assented Bonds."

At the same meeting (July 18,) the bondholders authorized the extension of the road to Green Bay, and provided an issue of bonds not exceeding $12,000 per mile. This was completed in November 1862, and thus the whole line between Chicago and Green Bay, was finally brought into use.

For more detailed statements regarding the affairs of this company, we must refer the reader to former numbers of the JOURNAL, and especially to the volumes for 1860, p. 771; for 1861, pp. 642 and 746; for 1862, pp. 566 and 828; and for 1863, p. 758.

"Within the past year," says the fourth annual report, "the Peninsula Railroad Company has been organized for the construction of a railroad from Little Bay de Noquet on Green Bay across the upper peninsula of Michigan about 50 miles to the great iron mines of that region and to Lake Superior at Marquette, and looking in the future to an extension to the copper regions not far distant.

"Many of the parties interested in the Peninsula Railroad are also interested in the Chicago and Northwestern Railway, and the two are likely to co-operate in harmony and with a unity of interests.

"Steamboats will carry freight and passengers between Green Bay and Little Bay de Noquet; and the trip from Chicago to Lake Superior when these arrangements are carried into effect will be made in 24 hours. The distance to be traversed by steamboat is about 120 miles, making the distance from Chicago to Marquette 410 miles.

"The completion of the Peninsula Railroad, will it is believed add largely to the earnings of the Chicago and Northwestern Railway in both passengers and freight."

Another contemplated improvement by this company, or by a separate organization is the construction of a new line from Janesville *via* Madison to the Mississippi at a point some 26 miles above La Crosse, and in a substantially direct line of extension of the present road from Chicago to Janesville. The route (surveyed in the fall of 1862,) was found to be an entirely feasible one, much of the way through a fine productive settled country, and terminating at one of the most important towns for business, and especially for the receipt of produce on the upper Mississippi. The distance from Janesville by this route is 190 miles.

With regard to the extension of the land grant lines northward nothing definite has been decided upon; but it is not to be doubted, but that the company will at the proper time direct its energies to the successful accomplishment of the scheme.

The views of the company, however, do not appear from recent disclosures to be very contracted. The aim of the management seems to be expansive, and as development proceeds the guiding minds of the company, follow in the wake. In the *Herald* of the 14th ult., we find the following which fully corroborates the above statement, but for the truthfulness of which we are unable to vouch: "The St. Paul and Pacific Railroad has made a very advantageous change of base. Under the legislation amending its charter it has consolidated with the Chicago and Northwestern Railway, and the St. Paul and Winona Railroad; and the Northwestern is to be continued *via* Winona to St. Paul making almost an air-line to Chicago. Twenty miles are to be completed from St. Paul to Hastings the present year. The amended charter authorizing it to issue special stock for the building of different portions of the road, and authorizing the stockholders to form separate organizations, they have issued special stock for the division from St. Paul to Watah, 100 miles north, and organized what is called the first division of the St. Paul and Pacific Railroad.

The only other matter of interest of recent occurrence, is the exchanging of the 2d mortgage 6 per cent. bonds into a 7 per cent. preferred stock—thus reducing the mortgage liens by $2,000,000.

The earnings of the road are increasing rapidly, and if affairs are properly managed the future prosperity of the company is secured. Those desiring the figures will find them for each month of 1859, '60, 61, '62, '63 and '64, on page 238 of our present issue.

The Nassau Bank, N. Y., will purchase at a premium the bonds of Muskingam County, and the City of Zanesville, O.

Railroad Earnings--Monthly.

The business of the Philadelphia and Reading Railroad Company for the month of January, 1864, compared with the corresponding month of 1863:

	1864.	1863.
Received from coal	$311,576 24	$239,639 78
" merchandise	62,816 57	55,991 70
" travel, etc.	62,348 64	40,053 59
Total	$436,741 45	$335,685 07
Transportat'n, roadway, dumpage, renewal fund, and all charges	246,357 81	202,345 16
Net profit for the month	$190,383 64	$133,339 91
" for previous month	251,327 08	258,363 67
Total net profit 2 mos.	$441,710 72	$391,703 58

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending February 13, 1864, were:

Passengers	$21,071 59
Express freight, mails and sundries	2,500 00
Freight and live stock	69,770 49
Total	$93,342 08
Corresponding week, 1863	90,197 79
Increase	$3,144 29

The traffic of the Great Western Railroad for the week ending February 19, 1864, was as follows:

Passengers	$16,649 66
Freight and live stock	44,985 98
Mails and sundries	1,207 16
Total	$62,842 80
Corresponding week of 1863	72,562 58
Decrease	$9,719 78

The earnings of the Montreal and Champlain Railroad for the week ending Feb. 13, 1864, were:

Passengers	$1,169 97
Mails and sundries	188 00
Freight and Live Stock	1,889 98
Ferries	89 46
Total	$3,337 41
Corresponding week, 1863	2,795 41
Increase	$542 00

The earnings of the Marietta and Cincinnati Railroad for the 3d week in February, were:

	1864.	1863.
Passengers	$7,044 43	$2,968 14
Freight	9,261 74	7,248 29
Mail, express & telegraph	937 58	863 04
Total	$17,243 75	$11,079 47
This month to date	51,781 82	37,233 49

The earnings of the Chicago and Alton Railroad Company for the week ending Feb., 23, were:

	1864.	1863.
Passengers	$16,367 15	$12,849 97
Freight	19,188 71	18,396 54
Sundries	2,791 23	1,072 01
Total	$38,347 09	$32,318 43
Increase 1864		$6,028 66

The earnings of the Milwaukee and Prairie du Chien Railroad for the week ending Feb., 21, 1864, were $24,122 00
Corresponding week of previous year.. 19,949 00
Increase $4,173 00

—The receipts from the 1st of January to the 21st of February were $181,897, against $125,836 during the same time last year.

The earnings of the Galena and Chicago Union Railroad for the week ending February 22, were:

	1863.	1864.
Freight	$21,144 52	$23,927 14
Passengers	7,281 82	10,314 81
Mails, &c	1,100 00	1,300 00
Total	$29,526 34	$35,541 95
Increase 1864		$6,015 61

The earnings of the Chicago and Rock Island Railroad for the 3d week in February, 1864, were $37,798 00
Corresponding week of previous year.. 36,663 00
Increase $1,135 00

The earnings of the Chicago and Northwestern Railroad for the 3d week in February, 1864, were $24,845 00
Corresponding week of previous year.. 21,832 86
Increase $3,012 14

The earnings of the Michigan Central Railroad for the 3d week in Feb., 1864 were $64,584 00
Corresponding week of previous year.. 63,156 00
Increase $1,428 00

Foreign Commerce of the United States.

The *Journal of Commerce* gives a revised statement of the foreign commerce of the United States for the year ending June 30, 1863, as follows:

IMPORTS.

Dutiable merchandise		$208,093,944
Free merchandise		35,166,359
Specie and bullion		9,675,569
Total imports for the year		$252,935,872

EXPORTS.

Domestic produce other than specie		$249,891,436
Foreign dut. mdse	$12,581,031	
Foreign free mdse	5,215,169	
		17,796,200
Domestic specie & bullion	$55,993,562	
Foreign specie & bullion	8,163,049	
		64,156,611
		$331,844,247

The following is a comparative statement for five years, the value of imports being given according to the foreign cost in specie, and the value of exports (except specie) in currency:

	Dutiable.	Free goods.	Specie and Bullion.	Total Impt's.
IMPORTS.				
1859	259,047,014	72,286,327	7,434,789	388,768,130
1860	279,874,640	73,741,479	8,550,135	362,166,254
1861	234,605,573	75,204,969	46,839,611	356,150,153
1862	195,688,123	52,721,648	16,415,052	265,819,828
1863	208,093,944	35,166,359	9,675,569	252,935,872
EXPORTS.	Domestic produce.	Foreign produce.	Specie and bullion.	Total expt's.
1859	278,392,080	14,509,971	63,887,411	356,789,462
1860	316,342,422	17,833,634	66,546,239	400,122,296
1861	359,920,311	15,504,217	29,791,080	404,765,668
1862	181,875,988	11,027,236	36,886,956	229,790,280
1863	249,891,436	17,796,200	64,156,611	331,844,247

☞ The Boston, Hartford and Erie Railroad Company have petitioned the General Assembly of Rhode Island for permission to extend their road from its present terminus in Providence to Woonsocket.

The Reciprocity Treaty.

The Detroit *Free Press* gives the following statement of trade between Canada and the United States, carefully prepared from the Canadian volumes on trade and navigation. The tables are both for free trade and goods paying a duty, for the years 1855 to 1862, both inclusive, and they show many interesting facts deserving the careful attention of all our citizens. The total balance of trade in our favor in all goods coming and going is $35,554,836 on manufactured goods, &c.; the balance of trade in our favor is the large sum of $72,266,224. But on free goods the balance of trade is in favor of Canada to the amount of $36,711,388.

IMPORTS INTO CANADA FROM THE UNITED STATES.

	Goods paying duty.	Free Goods.	Total.
1855	$11,449,472	$9,379,204	$20,828,676
1856	12,770,924	9,933,584	22,704,508
1857	9,966,428	10,268,220	20,224,648
1858	8,473,607	7,161,958	15,635,565
1859	9,032,861	8,556,545	17,589,406
1860	8,526,230	8,740,485	17,266,715
1861	8,338,620	11,859,447	20,198,067
1862	6,122,171	16,514,077	22,636,248
Total	$74,680,813	$82,403,520	$157,083,833

EXPORTS FROM CANADA INTO THE UNITED STATES.

	Manufactures, &c.	Free Goods.	Total.
1855	$229,164	$16,508,112	$16,737,276
1856	198,212	17,781,540	17,979,752
1857	295,456	12,910,980	13,206,436
1858	273,825	11,656,769	11,930,094
1859	297,847	13,624,467	13,922,314
1860	332,569	19,095,399	18,427,968
1861	289,632	13,971,795	14,261,427
1862	497,884	14,565,846	15,063,730
Total	$2,414,089	$119,114,908	$121,528,997

Funded Debt of Chicago.

The following information is derived from the Annual Report of the City Comptroller for the fiscal year ending April 1, 1863:

Old Issues:

10 per cent bonds, due Jan., 1868	$1,000	
7 " " due July, 1866	10,000	
7 " " due Jan., 1874	60,000	
6 " " due Jan., 1867	10,000	
6 " " due July, 1873	50,000	
6 " " due July, 1874	40,000	
6 " " due July, 1875	100,000	
6 " " due July, 1876	100,000	
		$371,000

New Issues:

7 p. c. bonds due April, 1881	$903,500	
7 " " due Dec., 1882	25,000	
7 " school fund bonds	28,000	
		956,500
Total municipal funded debt		$1,327,500

Sewerage debt:

1st loan 6 per cent bonds	$87,000	
1st loan 7 " "	413,000	
*2d loan 7 " "	500,000	
Total of issues	$1,000,000	
Cancelled by sinking fund	38,000	
		962,000

Water debt:

6 per cent bonds	$1,030,000	
7 " "	113,000	
Total of issues	$1,143,000	
Cancelled (7 per cts.) by S. F.	10,000	
		1,133,000
Total funded debt		$3,422,500

* $40,000 charged to the treasurer.

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guaranteed)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	----
" " (new pref.)	554,000	6	—	----
Buffalo, N.Y. & Erie (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	25
Catawissa (preferred)	1,150,000	7	—	43½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarantied)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	50
Chicago & Alton (preferred)	2,464,336	7	—	93½
Chicago & Northwestern (pref.)	2,400,000	7	—	68
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers (guarant.)	49,200	6	—	----
" " " (preferred)	833,000	6	—	54½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,982,180	7	—	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	—	53½
Erie (preferred)	8,535,700	7	7	105½
Hannibal & St. Joseph (preferred)	5,309,528	7	—	44
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	83½
Indianapolis & Madison (preferred)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st preferred)	5,105,384	7	—	69
" " (2d preferred)	3,424,169	7	—	47
Michigan S. & N. Indiana (guar.)	2,893,600	8	—	143½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	104
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,255,000	7	—	----
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	131
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guarant'd)	1,200,000	---	6	----
Philadelphia & Reading (preferred)	1,551,800	7	7	58
Philadelphia & Trenton (guarant'd)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	—	96
Pittsfield & North Adams (guar.)	450,000	6	6	100
Portland, Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,500,000	6	—	90
Toledo & Wabash (preferred)	926,200	7	—	80
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., York & Gettysb'g (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1886	98
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	----
Bonds guar. by Virginia	200,000	6	———	18--	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	100
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	107
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Pennsylvania:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	829,172	6	M. & S.	1870	105
Unsecured bonds	2,773,726	6	J. & J.	'63-'65	----
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	105½
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	37
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	101
2d Mortgage	3,980,670	6	J. & J.	1882	95
Improvement	568,500	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	69
Preferred Interest b'ds.	227,569	6	" "	1878	25
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	30½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley					
1st Mortgage	750,000	6	J. & J.	1878	102

CANAL AND MISCELLANEOUS STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c	$
Chesapeake and Delaware	100	1,343,563	—	75
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	40½
Delaware and Hudson	100	7,500,000	7	217
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	2,500,000	6	61½
" " (scrip)	50	1,803,000	6	55
Monongahela Navigation	50	726,800	3	----
Morris (consolidated)	100	1,025,000	—	75
" (preferred)	100	1,175,000	10	140
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolidated)	50	1,932,457	—	29⅞
" " (preferred)	50	2,722,607	—	41½
Susquehanna and Tide Water	50	2,048,260	—	25½
Union (preferred)	50	2,750,000	—	6½
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	85
Steamship and Transit:				
Central American Transit	----	----------	---	47
Nicaragua Transit	----	----------	---	2½
Pacific Mail Steamship	100	4,000,000	---	227
Union Steamship (Boston)	----	----------	---	165
Express:				
Adams'	100	2,000,000	---	----
American	500	1,000,000	---	----
National	100	250,000	---	----
Overland Mail	100	500,000	---	----
United States	100	800,000	---	----
Wells, Fargo & Co.	100	1,000,000	---	----
Telegraph:				
American	100	1,600,000	---	----
Atlantic	----	----------	---	----
Insurance Stocks:				
Ætna Fire	50	200,000	---	----
Columbian (Marine)	100	1,000,000	---	127½
Mercantile Mutual	100	600,000	---	----
New England Mutual (Life)	----	----------	---	----
Washington (Fire)	50	400,000	---	----
Trust:				
Farmers' Loan and Trust	50	1,000,000	---	----
New York Life Insurance & Trust	100	1,000,000	---	----
United States Trust	100	1,000,000	---	----
Land and Improvement:				
Boston Water Power	----	----------	---	46⅞
Boston and Roxbury Mill	----	----------	---	41½
Canton (Baltimore)	100	5,000,000	---	52½
Cary Improvement	5	300,000	---	10½
East Boston	----	----------	---	15⅞
Essex (Boston)	100	1,000,000	---	96
Waverly (Boston)	----	----------	---	3
Gas-Light:				
Baltimore	100	----------	8	----
Boston	500	1,000,000	---	877½
Brooklyn	25	2,000,000	---	----
Cincinnati	----	----------	---	----
City (Brooklyn)	----	----------	---	----
Citizens' (Brooklyn)	20	----------	---	120
Hartford	----	----------	---	----
Jersey City and Hoboken	----	----------	---	----
Manhattan, N. Y. (stock)	50	4,000,000	---	245
" " (scrip)	37½	----------	---	239
Maryland (Baltimore)	25	----------	---	----
Metropolitan, N. Y.	100	----------	---	182
New Haven	----	----------	---	----
New York	50	750,000	---	----
Philadelphia	----	----------	---	----
Pittsburg	----	----------	---	----
St. Louis	----	----------	---	----
Southwark (Philadelphia)	----	----------	---	----
Williamsburg	50	----------	---	151
Unclassified:				
American Coal	25	1,500,000	---	102
American West India	100	1,000,000	---	----
Baltimore Coal	100	----------	---	----
Baltimore and Cuba Smelting	100	----------	---	175
Central Transportation	----	----------	---	----
Cherry Run Petroleum	----	----------	---	9
Cumberland Coal (preferred)	100	5,000,000	---	68
George's Creek Coal and Iron	100	1,000,000	---	70
Gold Mining of Colorado	----	----------	---	4½
Hazleton Coal	50	----------	---	68
Hudson River Bridge	100	----------	---	----
Mariposa (gold)	100	10,000,000	---	35
Metropolitan Coal	100	----------	---	----
New Almaden (quicksilver)	----	----------	---	----
New Jersey Zinc	100	1,200,000	---	----
Pennsylvania Coal	50	3,200,000	---	183
Quicksilver	----	----------	---	59
Santa Clara (quicksilver)	----	----------	---	27
Santa Rita [silver, copper, and lead]	----	----------	---	----
Sonora Expl. & Mining (silv. & cop.)	----	----------	---	----
West India Cotton	100	100,000	---	----

MINING STOCKS.

Companies.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Div'd'ds last year.	Market price p.sh.
Acton (copper)	----	5	200,000	----	4⅝
Adventure (copper)	----	----	----------	----	----
Albany and Boston (copper)	----	11¼	20,000	----	10¼
American and Mexican Silver	----	----	----------	----	----
Algomah (copper)	----	2	20,000	----	3
Arizona (copper)	----	100	10,000	----	----
Aztec (copper)	----	⅛	20,000	----	4½
Balt. and N. Carolina (copper)	----	5	----------	----	20
Bay State (copper)	----	1¾	20,000	----	20⅝
Bedford (copper)	----	----	125,000	----	5½
Black River (copper)	----	2½	200,000	----	66c
Bohemian (copper)	----	7½	20,000	----	13½
Bucks County (lead)	----	----	----------	----	1
Cambridge (copper)	----	5	20,000	----	10
Caledonia (copper)	----	----	20,000	----	----
Canada (copper)	4	1c.	100,000	----	7⅛
Carp Lake (copper)	----	----	20,000	----	4⅜
Cascade (copper)	----	----	----------	----	----
Central (copper)	----	5	20,000	----	60
Chaudiere (copper)	----	1	100,000	----	95c
Columbian (copper)	----	4½	20,000	----	9½
Consolidated (copper)	----	5	20,000	----	5c.
Copake (iron)	----	----	50,000	----	11⅝
Copper Falls (copper)	----	24½	20,000	----	40½
Dacotah (copper)	----	----	20,000	----	5
Dana (copper)	----	2⅞	20,000	----	5
Doylestown (copper)	----	----	----------	----	----
Dudley (copper)	----	¼	20,000	----	4½
Eagle River (copper)	----	3½	20,000	----	8½
Everett (copper)	----	5	20,000	----	5
Evergreen Bluff (copper)	----	----	20,000	----	9
Excelsior (gold)	----	10	30,000	----	9
Flint Steel River (copper)	----	----	20,000	----	9½
Forest City (copper)	----	----	20,000	----	----
Fort Filmore (silver)	----	20	50,000	----	----
Franconia (copper)	----	5	60,000	----	----
Franklin (copper)	----	6½	20,000	----	49½
French Creek (copper)	----	----	100,000	----	----
Gardner Hill (copper)	5	5	20,000	----	80c.
Grand Portage (copper)	----	1	20,000	----	----
Great Western (copper)	----	----	20,000	----	4⅝
Guilford (copper)	----	5	20,000	----	30c.
Hamilton (copper)	----	----	20,000	----	6⅞
Hancock (copper)	----	6¼	20,000	----	14
Hanover (copper)	----	¼	20,000	----	4½
Highland (copper)	----	----	20,000	----	6½
Hilton (copper)	----	----	----------	----	----
Humboldt (copper)	----	2	20,000	----	5⅝
Huron (copper)	----	13	20,000	20	89
Indiana (copper)	----	----	----------	----	6
Isle Royale (copper)	----	16½	20,000	----	25
Jefferson (copper)	----	----	----------	----	----
Kickapoo (copper)	----	1	200,000	----	----
Knowlton (copper)	----	1	20,000	----	9
Madison (copper)	----	----	20,000	----	6½
Mandan (copper)	----	2½	20,000	----	6½
Manhattan (copper)	----	----	20,000	----	7
Mass (copper)	----	----	20,000	----	----
Mesnard (copper)	----	5½	20,000	----	18¾
Minnesota (copper)	----	3½	20,000	----	85
Montana (gold)	5	50c.	100,000	----	1
Mount Hope (lead)	----	2½	80,000	----	----
National (copper)	----	5½	20,000	----	31
Native (copper)	----	3	20,000	----	2⅜
Naumkeag (copper)	----	1	20,000	----	2½
New England (copper)	----	2	20,000	----	3⅞
North Cliff (copper)	----	3	20,000	----	6⅜
North State (copper)	----	5	20,000	----	10c.
North Western (copper)	----	7½	20,000	----	13
Norwich (copper)	----	----	20,000	----	6½
Nova Scotia (gold)	----	----	100,000	----	2⅞
Ogima (copper)	----	----	20,000	----	5⅝
Ontonagon (copper)	----	----	20,000	----	----
Ottawa (copper)	----	1	200,000	----	62c
Pennsylvania (copper)	25	2½	20,000	----	10½
Petherick (copper)	----	1½	20,000	----	11
Pewabic (copper)	----	3¼	20,000	----	58
Phœnix (copper)	----	13	20,000	----	29½
Pittsburg and Boston (copper)	----	5½	20,000	----	86
Placentia Bay (lead)	----	5	200,000	----	----
Pontiac (copper)	----	3½	20,000	----	7½
Prince of Wales (copper)	----	----	----------	----	----
Providence (copper)	----	----	----------	----	2
Quartz Hill (gold)	----	----	----------	----	14½
Quincy (copper)	----	10	200,000	----	89
Rockland (copper)	----	5	20,000	----	17½
Saginaw (saline and mineral)	----	----	----------	----	----
St. Mary's (copper)	----	8½	----------	----	10½
Shawangunk (lead)	----	5	110,000	----	----
Sheldon (copper)	----	----	----------	----	----
Silver Hill	----	5	----------	----	----
Silver Valley	----	5	----------	----	10c.
South Side (copper)	----	3	20,000	----	5
Springfield (copper)	----	5	20,000	----	3⅜
Star (copper)	----	7½	20,000	----	11½
Superior (copper)	----	4	20,000	----	9⅝
Toltec (copper)	----	20	20,000	----	3⅜
Tremont (copper)	----	1	20,000	----	4½
Union (lead)	----	5	100,000	----	45c.
Vermont (copper)	5	----	----------	----	----
Waterloo (copper)	----	3	100,000	----	1½
Wickham (copper)	----	5	200,000	----	97c
Wickopee (copper)	----	5	100,000	----	5½
Winthrop (copper)	----	2½	20,000	----	6¾
Wyandotte (copper)	----	----	----------	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equivalent in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N	MASSACHUSETTS.	$	$	$	$	$	$	p. c.		
30 Nov. '62	1.52	—	—	—	—	Boston and Chelsea	140,000	140,000	—	—	5,600	5,600	4	....	48
30 Nov. '62	4.30	—	134	20	--	Broadway, Boston	118,020	69,200	—	750	69,580	9,225	12½	....	64
30 Nov. '62	8.21	—	—	—	—	Cambridge	602,651	445,800	150,000	74	53,622	53,622	9	....	125
30 Nov. '62	6.99	—	—	—	—	Cliftondale	95,500	70,000	25,000	3,748	625	—	—	....	....
30 Nov. '62	4.39	—	—	—	—	Dorchester	155,594	120,800	5,000	—	8,306	7,467	7½	....	....
30 Nov. '62	0.79	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '62	0.75	—	—	—	—	Dorchester and Roxbury	25,641	11,000	7,800	7,952	—	—	—	....	46½
30 Nov. '62	12.43	—	123	23	--	Lynn and Boston	193,310	86,200	50,000	55,547	61,935	501	—	....	85
30 Nov. '62	3.51	—	—	—	—	Malden and Melrose	60,200	200,000	73,100	66,223	—	—	—	....	25
30 Nov. '62	3.26	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '62	21.17	—	515	82	--	Metropolitan (Boston)	733,955	600,000	—	103,790	300,806	64,892	8	....	66
30 Nov. '62	6.33	—	290	42	--	Middlesex (Boston)	461,730	355,000	—	59,457	124,718	41,398	4	....	97½
30 Nov. '62	2.87	—	—	—	—	Newton	27,451	28,000	—	—	1,680	1,680	6	....	....
30 Nov. '62	2.90	—	—	—	—	Quincy	102,750	53,000	20,000	29,750	14,068	4,841	—	....	....
30 Nov. '62	2.79	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	5	....	32
30 Nov. '62	2.50	—	—	2	—	Stoneham street (Boston)	33,505	32,000	—	—	1,497	500	—	....	....
30 Nov. '62	4.48	—	57	8	--	Suffolk (Boston)	61,380	12,257	24,800	23,625	29,083	—	—	....	....
30 Nov. '62	—	—	287	50	--	Union (Transportation)	174,500	160,000	22,200	18,307	197,222	17,078	10	....	....
30 Nov. '62	1.62	—	—	—	—	West Cambridge	12,850	12,850	—	120	771	771	6	....	47
30 Nov. '62	1.80	—	—	—	—	West Roxbury	—	—	—	—	—	—	—	....	....
30 Nov. '62	2.64	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	3,750	3,750	6	....	....
30 Nov. '62	3.88	—	—	—	--	Worcester	60,000	—	—	—	—	—	—	....	--
						CONNECTICUT.									
31 Dec. '62	1.1	—	11	3	—	Hartford City	30,000	30,000	—	—	—	—	—	....	....
						NEW YORK.									
30 Sep. '62	....	....	....	....	--	Avenue D (New York City)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.76	—	—	--	28	Broadway (Brooklyn)	236,036	200,000	27,500	324	52,327	14,015	3	....	....
30 Sep. '62	—	6.50	—	—	—	Brooklyn, Bath & Coney Isl'd	1,505	1,505	—	—	—	—	—	100	69
30 Sep. '62	24.01	—	—	69	25	Brooklyn Central & Jamaica	794,912	492,150	252,100	62,967	127,843	10,868	—	....	48
30 Sep. '62	56.18	1.90	—	140	29	Brooklyn City	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150
30 Sep. '62	10.50	8.50	—	23	2	Brooklyn City and Newtown	267,628	346,000	146,000	8,000	30,944	2,759	—	....	58
30 Sep. '62	—	2.50	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Buffalo Street	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Centr'l P'k,N.&E.Riv. (N.Y.)	454,554	359,020	101,000	7,689	—	—	—	....	....
30 Sep. '62	17.25	—	—	—	—	Coney Island and Brooklyn	501,364	493,800	7,000	2,717	21,457	6,874	—	100	69
30 Sep. '62	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	....	....
30 Sep. '62	12.67	3.67	—	—	--	Eighth Avenue (N. Y.)	938,365	800,000	—	25,000	369,985	121,565	12	100	....
30 Sep. '62	—	....	—	—	--	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	4.52	—	—	—	--	Grand St. & Newtown (W'g)	—	—	—	—	—	—	8	....	....
30 Sep. '62	4.63	—	—	—	--	Harlem Br.,Moris'a &Ford'm	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	....	....
30 Sep. '62	10.00	16.00	—	42	--	Ninth Avenue (N. Y.)	413,948	795,360	22,000	—	89,498	19,430	—	100	....
30 Sep. '62	—	....	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Rochester City & Brighton	—	1,700	—	—	—	—	—	....	....
30 Sep. '62	16.00	—	—	—	--	Second Avenue (N. Y.)	1,101,873	650,000	450,000	42,500	243,066	51,499	—	100	75
30 Sep. '62	—	....	—	—	--	Seventh Avenue (N. Y.)	—	—	—	—	—	—	—	....	185
30 Sep. '62	8.37	—	533	59	30	Sixth Avenue (N. Y.)	1,089,317	750,000	25,000	—	358,082	88,184	10	100	145
30 Sep. '62	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	....	....
30 Sep. '62	16.50	—	—	109	3	Third Avenue (N. Y.)	1,757,029	1,170,000	400,000	—	580,736	211,939	12	100	240
30 Sep. '62	—	....	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	....	....
30 Sep. '62	—	....	—	—	—	Utica City	—	1,430	—	—	—	—	—	....	....
30 Sep. '62	—	1.00	—	—	—	V.Brunt st.& ErieBas. (Buff.)	298	330	—	—	—	—	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	--	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	....	....
31 Dec. '62	5.05	2.50	—	8	--	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	--	Jersey City & Bergen Point	—	—	—	—	—	—	—	....	....
31 Dec. '62	4.20	—	—	—	--	Orange and Newark	—	—	—	—	—	—	—	....	....
31 Dec. '62	5.80	—	—	8	--	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	....	....
						PENNSYLVANIA.									
31 Oct. '62	7.89	—	120	22	1	Chestnut & Walnut (Phila.)	235,000	100,000	135,000	—	124,521	78,853	35	....	63
31 Oct. '62	8.13	—	122	13	8	Citizens' (Pittsburg)	135,044	80,000	47,800	3,991	84,440	47,180	25	....	....
31 Oct. '62	4.12	—	16	5	—	Delaware County	31,000	24,030	6,500	1,850	4,858	172	—	....	....
31 Oct. '62	4.38	—	117	24	—	Fairmount & Arch st. (Phil.)	195,845	200,000	—	—	62,052	16,534	5½	....	37
31 Oct. '62	16.73	—	267	45	6	Frankford & Southw'k (Ph.)	668,520	442,045	200,000	—	172,935	59,743	7½	....	65
31 Oct. '62	24.23	—	184	35	—	Germantown	299,913	112,245	250,000	1,000	106,792	35,431	—	....	59
31 Oct. '62	8.16	—	116	25	—	Girard College (Phila.)	150,041	160,000	—	—	62,862	19,715	12½	....	30½
31 Oct. '62	8.73	—	187	40	4	Green & Coates st. (Phila.)	219,787	150,000	82,000	—	108,653	31,990	14¼	....	42½
31 Oct. '62	11.00	—	—	—	--	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	....	....
31 Oct. '62	—	....	—	—	--	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	....	16
31 Oct. '62	11.17	—	—	—	--	North Philadelphia	300,000	200,000	100,000	—	—	—	—	....	....
31 Oct. '62	10.57	0.52	57	10	3	Philadelphia and Darby	88,983	99,439	17,000	500	22,241	4,606	2½	....	....
31 Oct. '62	7.04	—	—	19	—	Pittsb.,Alleghany & Manch'r	76,559	49,500	25,000	2,127	33,541	7,252	—	....	....
31 Oct. '62	4.51	—	63	9	--	Pittsburg and Birmingham	63,295	37,475	22,600	3,329	34,377	2,498	—	....	....
31 Oct. '62	12.00	—	69	19	3	Pittsburg and East Liberty	290,000	200,000	100,000	26,000	29,653	2,422	—	....	....
31 Oct. '62	6.16	—	—	—	--	Race and Vine (Fairmount)	180,000	180,000	—	—	—	—	—	....	20
31 Oct. '62	5.20	—	—	—	--	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	....	5
31 Oct. '62	7.78	—	56	10	3	Ridge Avenue & Manyunk	170,582	118,000	50,000	—	28,987	12,296	8	....	20½
31 Oct. '62	19.46	—	378	60	9	Second & Third st. (Phila.)	463,198	203,757	175,800	1,037	286,896	131,645	24½	....	83
31 Oct. '62	5.53	—	46	1	12	17th & 19th st. (Phila.)	113,000	120,000	—	15,000	38,919	24,322	1½	....	18½
31 Oct. '62	8.35	—	—	17	5	Spruce &Pine (Phil.&Gr'sF.)	173,010	159,312	15,500	—	70,223	25,740	12½	....	15½
31 Oct. '62	7.65	1.51	170	39	5	10th & 11th st. (Citizens')	168,443	192,750	—	9,000	98,379	38,607	13	....	60
31 Oct. '62	6.25	—	123	16	1	13th & 15th st. (Phila.)	100,000	100,000	—	—	68,510	21,766	4	....	42
31 Oct. '62	9.31	—	228	44	1	West Philadelphia	270,563	189,100	100,000	4,000	128,177	28,881	9	....	72½
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	18¾
						OHIO.									
31 Dec. '62	5.00	—	—	—	--	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	—	—	--	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	--	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	—	—	—	--	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	--	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	—	—	—	--	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	—	—	--	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	252,100	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	146,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	7,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	106
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	111
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	....
1st Mortgage [equipment]	40,000	6	.....	.....	....
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	.....	1880	90
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	22,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	....
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	25,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	100,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	20,000	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Second Avenue:					
1st Mortgage	450,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	....
Sixth Avenue:					
1st Mortgage	25,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	25,800	6	M. & S.	1872	....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	--	.....	.....	....
Union:					
Real Estate Mortgage	22,200	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest Rate.	Interest Periods.	When Due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	105
" " " ..... coupon		6	" "	1867	----
Loan of Dec. 31, 1848 ..... registered	8,908,342	6	" "	1868	105
" " " ..... coupon		6	" "	1868	103
Texas Indemnity, of Sep. 9, 1850 ..... coupon	3,461,000	5	" "	1865	140
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	100
" " " ..... coupon		5	" "	1874	102¾
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	99½
" " " ..... coupon		5	" "	1871	97
Oregon War Debt of June, 1861 ..... coupon	1,026,600	6	" "	1881	101½
" " " " " ..... coupon		6	Yearly.	1881	104
Loan of Feb. 8, 1861 ..... registered	10,415,000	6	Jan. & July.	1881	111½
" " " ..... coupon		6	" "	1881	111
Loan of July 17, 1861 ..... registered	50,000,000	6	" "	1881	----
" " " ..... coupon		6	" "	1881	----
Loan of Feb. 25, 1862 (5-20s) ..... registered	40,230,000	6	May & Nov.	1882	107¾
" " " (5-20s) ..... coupon	350,000,000	6	" "	1882	107½
Treasury Notes of Feb. & Aug. 1861 ..... coupon	62,931,000	7.3	Feb. & Aug.	1864	110½
" " Apr. & Oct. 1861 ..... coupon	86,989,500	7.3	April & Oct.	1864	111½
Treasury Notes of 1863 (legal tender), coupon	50,000,000	5	" "	1865	----
Treasury Notes of 1861 & 1862 (customs)	717,141	---	----------	d'm'd.	----
Certificates of Deposit	28,059,295	4	On red'mp'n	10 d's'	----
" "	70,814,639	5	" "	notice	----
Certificates of Indebtedness ..... (coin)	157,093,241	6	" "	1 year	103
" " ..... (currency)		6	" "	1 year	99¾
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.]					
STATE LOANS.					
Alabama—State bonds ..... coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ..... coupon	899,000	6	No int'est	1868	----
" — " " (B'k of State) ..... "	610,000	6	paid for	1868	----
" — " " (" ") ..... "	38,000	5	many y'rs	1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July.	1878	125
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,001	7	" "	1872	----
Connecticut—War Fund bonds ..... coupon	2,000,000	6	Jan. & July.	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	104¾
" — " " " ..... "	1,000,000	6	" "	1883	----
Florida—State bonds ..... coupon	143,000	7	----------	------	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ..... "	2,073,750	6	" "	'63-'80	70
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	103
" — " " " bonds ..... "	1,322,085	6	" "	1877	103½
" —Interest stock ..... "	737,222	6	" "	1860	105
" —Refunded stock ..... coupon	2,187,000	6	" "	'63-'80	103
" —War bonds ..... "	2,000,000	6	" "	1879	101½
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1 969,397	6	" "	1870	103
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	85
" — " " ..... "	2,058,173	2½	" "	1886	62½
" —State Int. Imp bonds (not adjusted)	391,000	--	----------	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	96
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	------	87½
" — " " special stock "	1,216,737	5	" "	------	----
" — " Deferred stock ..... "	1,243,000	5	" "	------	----
" — " " special stock "	479,545	5	" "	------	----
Iowa—State stocks ..... coupon	200,000	7	Jan, & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund ..... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..... coupon	146,000	7	Jan. & July.	1876	----
" — " " " " ..... "	54,000	7	May & Nov.	1878	----
" — " " (domestic) ..... "	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	101
" — " (war loan) ..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ..... coupon	516,130	6	----------	d'm'd.	60
" — " (R. R. etc.) ..... "	3,902,000	6	----------	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----------	------	----
" — " " (war loan) ..... "	670,000	6	----------	------	----
Maine—State bonds ..... coupon	--------	6	Mar. & Sept.	'63-'77	104
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	105
Maryland—State bonds (st'l'g) ..... coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.) ..... "	200,376	5		1865	----
" — " " (st'l'g) ..... "	5,585,555	5		'89-'90	105
" — " " (st'l'g conv.) ..... "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½		1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R. R.) stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G. R. R.) ..... "	508,380	6	" "	'88 '90	----
" — " " (" ") dollar	416,500	6	" "	'90-'91	121
" — " " (" ") ..... "	300,000	5	" "	1893	108½
" — " " (East'rn R. R.) "	500,000	6	Jan. & July.	'65-'71	----
" — " " (N. & W. R. R.) "	400,000	6	" "	1870	----
" — " " (Cons. St'k sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	122½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — " "	53,000	5	" "	'68-'72	----
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	120
" — " " " ..... "	600,000	5	" "	'77-'78	117½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	108½
" —Coast Defence Loan ..... "	1,000,000	5	" "	1883	108
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	587,000	7	" "	18 6	104
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	105
" — " " (Indian war) ..... "	100,000	7	" "	1871	----
" — " " (Railroads) ..... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----------	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	68½
" — " " " "	199,000	6	" "	1863	73½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ..... coupon	7,000,000	6	" "	'72-'88	73½
" — " " S. W. Branch ..... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	87
" — " " N. Missouri ..... "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton ..... "	650,000	6	" "	'87-'89	----
" — " " Platte Co. ..... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	----------	------	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	104½
" " —Notes	200,000	6	----------	------	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) ..... coupon	531,820	6	" "	'65-'71	----
" " — " " (" ") ..... "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans	348,107	5	" "	pleas.	----
" " — " " " "	900,000	5	" "	1875	----
" " — " " " "	442,961	5	May & Nov.	1868	107
" " — " " " "	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " "	1,300,000	6	" "	'68-'78	115
" " — " " " "	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	----------	d'm'd	----
" " — " " " "	11,050	5½	----------	d'm'd.	----
" " — " " " "	14,230	6	----------	d'm'd.	----
" " — " " " "	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105½
" " — " " "	15,889,025	6	" "	'64-'76	115
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	55
Ohio—State bonds (foreign debt) ..... coupon	1,608,905	6	Jan. & July.	1860	----
" — " " (" ") ..... "	1,015,000	6	" "	1865	94
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	103½
" — " " (" ") ..... "	1,600,000	6	" "	1875	106½
" — " " (" ") ..... "	4,095,309	6	" "	1881	105
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt)	275,385	6	" "	1863	108
" — " " (war loan) ..... coupon	299,704	6	" "	1866	----
" — " " (" ") ..... "	1280,969	6	" "	1868	----
" —Irreducible debt (school funds, etc.)	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	---	----------	------	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	97
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	106⅞
" — " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	100½
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	103
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	101
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----------	------	----
" —Relief Notes in circulation	97,360	---	----------	------	----
" —Military Loan bonds ..... coupon	3,000,000	6	Feb. & Aug.	1871	107½
Rhode Island—State bonds (war loan) ..... coupon	2,000,000	6	Mar. & Sept.	1882	105½
South Carolina—State bonds (stg) ..... coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads) ..... coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) ..... coupon	1,125,000	6	----------	1882	61
" — " " (intern. impr.) "	2,063,606	5	----------	Var.	45
" — " " (railroads) ..... "	12,799,000	6	----------	Var.	----
" — " " (capitol) ..... "	608,000	5	----------	1890	45
" — " " (Hermitage) ..... "	48,000	6	----------	1890	----
Texas—Had no debt in 1861	--------	---	----------	------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) ..... coupon	58,000	6	----------	'62-'63	----
" — " " (" ") ..... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad)	18,264,642	6	Jan. & July.	'83-'93	49
" —State bonds (railroad) ..... coupon	12,6 4,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	--------	---	----------	------	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	----
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ..... "	100,000	6	" "	1877	----
" — " " (") ..... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,458	103,685	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,096,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,617	162,226	167,966	188,939	185,591	167,056	157,332	1,761,604
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,283	120,058	126,090	100,440	82,252	984,577
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,168	90,621	88,410	130,542	154,084	152,537	128,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	188,795	135,596	1,428,489
1863	140,024	130,225	122,512	127,508	144,995	191,766	139,368	161,014	224,584	217,385	198,152	202,014	1,999,492
1864	155,034	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,826	28,536	51,340	55,831	55,008	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	100,904	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	------	------	------	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,588	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	100,085	91,308	102,130	132,130	140,013	144,800	184,389	1,574,893
Erie:													
1858	376,357	328,047	461,495	557,985	473,366	384,379	383,322	389,373	375,250	456,226	436,899	392,298	5,014,902
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,[illegible]35,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	829,734	946,041	938,453	838,867	760,868	721,889	678,959	814,828	955,371	1,026,065	1,044,214	10,400,984
1864	984,837	------	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago:													
1859	62,421	66,948	92,921	88,708	122,008	110,656	88,527	119,280	208,808	195,934	123,907	89,344	1,369,441
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,309	1,729,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	267,529	284,808	236,618	217,638	2,224,698
1864	138,757	------	------	------	------	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,038	1,933,484
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,870	2,075,822
1861	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	289,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,924	334,687	407,992	343,929	511,305	478,576	496,433	487,679	424,531	4,571,028
1864	316,200	------	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati.													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	------	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,990	1,158,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	156,417	205,054	188,842	90,000	1,224,843
1864	102,748	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,589	2,647,833
1863	248,784	230,508	254,208	267,693	263,981	237,982	188,141	235,512	300,822	371,361	326,650	341,608	2,367,250
1864	250,163	------	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,886	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	1[illegible],540	261,428	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2 124,314
1862	230,159	159,658	151,902	175,696	186,039	174,001	172,18[illegible]	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	21[illegible],449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	------	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	44[illegible]							
1860	387,128	402,530	561,078	585,141	551,700	[illegible],813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1861	489,065	420,793	627,051	689,688	677,07[illegible]	465,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1862	749,163	631,956	710,814	770,223	73[illegible]	558,743	523,188	562,076	696,175	927,036	952,960	872,985	7,996,782
1863	920,272	790,167	867,590	911,397	[illegible],114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
New York and Harlem:					639,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
1859	91,990	84,209	88,278	9[illegible]									
1860	97,016	95,666	88,593	[illegible],617	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1861	103,495	88,201	88,790	96,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1862	100,604	96,039	10[illegible]	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1863	129,775	128,766	[illegible],608	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
Philadelphia and Reading:			125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
1859	146,722	155[illegible]											
1860	163,551	1[illegible],027	188,609	215,475	225,464	230,377	248,862	241,605	264,622	283,646	288,619	245,977	2,735,395
1861	161,106	[illegible]1,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1862	192,21[illegible]	160,538	191,266	252,154	263,917	270,051	289,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1863	385[illegible]	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1864	[illegible],685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,802	815,902	746,955	526,009	6,324,063
Pittsburg, Fort Wayne and Chicago:	436,741	------	------	------	------	------	------	------	------	------	------	------	------
1860													
1861	139,951	152,574	192,779	182,566	188,881	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1862	217,262	202,071	265,735	270,675	216,501	204,778	180,429	243,031	270,086	352,071	302,790	301,958	3,031,787
1863	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,[illegible]10
St. Louis, Alton and Terre Haute:	337,350	366,598	461,322	464,357	418,739	383,314	348,003	404,898	467,321	508,146	466,370	473,027	5,069,445
1862													
1863	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,616	1,117,603
1864	109,808	110,603	120,310	123,115	113,798	123,779	118,077	130,378	153,470	144,736	143,748	162,921	1,564,743
Toledo and Wabash:	100,872	------	------	------	------	------	------	------	------	------	------	------	------
1859													
1860	38,903	39,471	61,770	68,667	60,071	58,358	57,784	72,584	74,689	74,660	81,872	46,095	734,874
1861	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1862	59,639	47,043	62,551	70,274	79,278	80,074	93,464	138,722	142,537	162,858	137,086	92,574	1,172,100
1863	82,235	47,142	56,008	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,529	1,403 147
1864	86,321	91,971	103,656	132,111	134,272	152,585	105,754	116,378	120,595	151,052	134,563	96,204	1,424,803
	79,735	------	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Albany and West Stockbridge:						
Albany City (S. F.)	1,000,000	6	Jan. & July.	Boston.	'66-'76	----
Androscoggin and Kenebec:						
Million Dollar Loan	192,100	6	June & Dec.	Portland or Waterv.	'61-'64	70
$1,100,000 Loan	804,600	6	" "		1890	79
Stock, convert. (Coupon)	710,000	6			'63-'66	----
Atlantic and Great Western:						
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	1877	77
Ohio " 1st Mortgage	4,000,000	7	" "	" "	1875	97
N. York " 1st Mortgage	1,000,000	7	" "	" "	1879	80
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	110
" " " 1850	700,000	6	Jan. & July.	"	1880	110
" " " 1855	1,128,500	6	Jan. & July.	"	1875	110
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	103
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	110⅛
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	----
Boston Concord and Montreal:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	100½
1st Mortgage	300,000	7	" "	New York.	1865	102½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	----
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	107½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	100
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	105
Extra Dividend Loan	334,458	6	"	"	1864	----
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,000	6	"	"	1870	105½
" " $675,000	675,000	6	"	"	1875	103
" " $1,700,000	1,700,000	6	"	"	1883	100¾
" " $2,500,000	867,000	6	"	"	1889	101
Consolid. Mort. Loan $5,000,000	------	---	"	"	------	108
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	109
2d Mortgage	600,000	7	May & Nov.	" "	1875	112½
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	106
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	58
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6			------	----
2d Mortgage	1,000,000	7			------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	119
" " " inconvertible	3,034,000	8	" "	" "	1883	119
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	935,500	4½	July.	Fr'nkfort o. M.	1890	----
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 1st Mort.	106,000	7	" "	" "	1864	----
" " " 2d Mort.	83,000	8	May & Nov.	" "	1868	----
" " " Plain	26,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	103
1st Mortgage pref. S. F.	600,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	95
Chicago and Milwaukee:						
1st General Mort.	------	7	Jan. & July.	New York.	1898	----
1st " " (C. & M.) conv.	------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	------	8	Jan. & July.	" "	18--	----
2d " " (")	------	8	" "	" "	18--	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	108
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	102
General 1st Mortgage	3,600,000	7	" "	" "	1885	92
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97½
2d Mortgage	2,000,000	6	" "	" "	1890	84
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	950,000	7	May & Nov.	" "	1880	108
***Cincinn., Wilm. and Zanesville:**						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1869	----
2d Mortgage	574,000	7	Feb. & Aug.	------	------	----
3d Mortgage	158,000	7	------	------	------	----
Income	250,500	7	------	------	------	----
Tunnel Right	1,000,000	7	------	------	------	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	104
2d Mortgage	244,200	7	March & Sept.	------	1864	100
3d Mortgage	658,200	8	" "	------	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92½
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	------	------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	102½
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	108
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	103
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	87
River Line bonds	20,000	7	------	------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	" "	1863	75
Tol., Nor. and Clev. 2d Mort.	176,500	7	" "	" "	1863	75
C. and T. Income Mortgage	66,150	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	------	1864	----
C. and T. Income (convertible)	169,000	7	" "	------	1864	----
C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	25,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	" "	1885	110
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,900	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	106
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	----
2d Mortgage	2,503,000	8	" "	" "	1881	100
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	---	April & Oct.	New York.	1871	111
1st Mortgage (E. Extension)	1,499,000	---	" "	" "	1875	114
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	110
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	------	------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	------	------	------	----
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	103½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	------	------	------	----
Endorsed by State of Tennessee	150,000	---	------	------	------	----
Mortgage (ordinary)	790,688	---	------	------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	------	------	------	----
Endorsed by State of Tennessee	200,000	---	------	------	------	----
1st Mortgage (after State)	100,000	---	------	------	------	----
Redeemable in Stock	66,950	---	------	------	------	----
Eaton and Hamilton:						
1st Mortgage	757,734	†	------	------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655,000	7	------	------	1891	----
Free Land, 2d Mortgage	1,500,000	8	------	------	1891	----
Florida and Alabama:						
Internal Improvement (State)	------	7	------	------	1891	----
Free Land, 2d Mortgage	------	8	------	------	1891	----
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	300,000	7	------	------	1891	----
Free Land, 2d Mortgage	200,000	8	------	------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,118,000	7	Feb. & Aug.	New York.	'62-'63	112
1st Mortgage (Extended)	871,000	7	" "	" "	1882	113½
2d Mortgage (S. F.) Coupon	1,346,000	7	May & Nov.	" "	1875	108
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	87
Land Security	5,000,000	7	April & Oct.	" "	1881	83½
Convertible Bonds	1,360,000	7	Jan. & July.	" "	1883	76
2d Mortgage	1,200,000	7	April & Oct.	" "	1870	49
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	------	----
Mortgage	125,000	7	----------	----------	1863	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	110
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	116
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	145¾
Convertible	1,002,000	7	" "	" "	1867	103
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,619,500	7	April & Oct.	London.	1875	----
Construction	3,104,000	6	" "	New York.	1875	123
Eight per cent. bonds	304,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	110
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1858	63
Ind., Pittsburg and Cleveland:						
1st Mortgage	650 000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	260,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covingto	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	108
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	89
2d Mortgage (Eastern Div.)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	44½
2d Land Grant (Western Div.)	353,600	†	" "	"	------	44½
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	130,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	105
Long Island:						
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100½
Extension Bonds	175,000	7	May & Nov.	" "	1890	101
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	228,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	185,669	7	Feb. & Aug.	New York.	1891	101
1st Mortgage sterling	87,818	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----------	----------	------	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98½
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,598,000	8	" "	N.Y. & Boston	1869	121½
1st Mortgage (S. F.), convertible	4,434,000	8	April & Oct.	" "	1882	128
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	14,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	42,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	103,000	7	March & Sept.	" "	1862	----
Michigan Southern, conv.	16,000	7	" "	" "	1863	88½
Northern Indiana, conv.	20,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	81,000	7	" "	" "	1865	88
Goshen Air Line	701,000	7	" "	" "	1868	105
Detroit and Toledo	812,000	7	" "	" "	1876	105
1st General Mortgage (S. F.)	5,073,000	7	May & Nov.	" "	1885	111
2d General Mortgage	2,656,500	7	" "	" "	1877	107
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	10
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	102
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
1st Mortgage	350,000	7	" "	----------	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	500,000	7	----------	" "	------	----
1st Land Grant	2,000,000	7	----------	" "	------	68
2d Land Grant	700,000	---	----------	" "	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	----
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
New Jersey:						
Company's (various)	658,000	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63 '4 '8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	107
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	----
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	114
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	102½
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	----
" " " "	25,502	6	"	" "	1883	101
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	101
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	132½
Bonds of Dec. 1862, (S. F.)	----------	6	June & Dec	" "	1887	105
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	108
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	116
3d Mortgage	6,000,000	7	" "	" "	1883	115
4th Mortgage	5,100,000	7	April & Oct.	" "	1880	116
5th Mortgage	1,791,500	7	June & Dec	" "	1888	121½
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1873	103
2d Mortgage	1,000,000	7	Feb. & Aug	"	1884	108
3d Mortgage	980,300	7	Jan. & July.	"	1867	100
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract, 2d Mort.	300,000	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 3d Mort.	2,500,000	6	Jan. & July.	"	1885	103
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	101½
2d Mortgage	3,077,000	7†	" "	" "	1861	33
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	99½
Chattel Mortgage	360,000	10	" "	"	1887	128
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,320,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	78½
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112½
2d Mortgage	2,421,000	6	April & Oct.	"	1875	109
2d Mortgage Sterling	2,126,400	6	" "	London.	1875	----
State Works Bonds	7,000,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	878,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	192,000	5	" "	"	1880	103
" 1849, "	3,084,600	6	April & Oct.	"	1870	106½
" 1861, "	273,000	6	Jan. & July	"	1871	100
" 1843, "	1,531,300	6	" "	"	1880	108
" 1844, (convertible)	863,000	6	" "	"	1880	122
" 1848, "	124,000	6	" "	"	1880	110½
" 1849, "	83,000	6	" "	"	1880	110
" 1857, "	3,417,000	6	" "	"	1886	132½
" 1856, "	1,470,000	7	" "	"	1886	125
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July	Philadelphia.	1884	129½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	102
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d "	2,000,000	7	April.	" "	1912	96
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" " "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	73
2d Mortgage	937,500	7	" "	"	1863	31½
3d Mortgage	440,000	7	" "	"	1863	9
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	SanFrancisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	122,083	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	133,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
***Springfield, Mt. Vern. and Pittsb.:**						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
***Steubenv. and Ind. (P. C. and C.):**						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	104½
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	88
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	171,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	90
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	245,700	7	----	----	----	90
***Vermont Central:**						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	85
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	" Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	" New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	202,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	106
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	109
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	105
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	448,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,566	6	----	----	1868	----
Company's endorsed by State	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	....	101,102	37,896	—	....
28 Feb '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	....	....	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	236,791	76,773	21,006	—	....
1 Apr. '61	—	—	—	67.2	1	2	10	Mobile and Great Northern	590,216	*	—	600,431	—	—	600,431	—	....	....	....	—	....
1 May, '61	469.3	13.5	....	49.4	40	28	502	*Mobile and Ohio*	12,000,000	*	—	....	....	....	....	....	....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	....	505,156	260,269	6	....
1 May, '61	—	—	—	209.5	—	—	—	*North East and South West*	....	....	—	....	....	....	....	—	—	—	—	—	....
								ARKANSAS.													
— — —	—	—	—	301.4	—	—	—	Cairo and Fulton	....	....	—	....	....	....	....	—	—	—	—	—	....
30 Nov. '58	38.5	—	....	107.5	....	....	....	Memphis and Little Rock	553,877	*	—	351,624	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	....	....	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	....	230,251	104,604	....	....
								CONNECTICUT.													
1 Feb. '63	23.8	—	8.2	—	4	5	44	Danbury and Norwalk	344,475	66,483	—	307,010	100,000	—	418,825	23.8	47,301	61,546	36,019	5	....
30 Sep. '62	122.4	—	15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,902,356	302,511	—	1,936,740	2,037,500	211,574	4,443,584	122.4	229,088	301,402	126,918	—	....
31 Aug. '63	61.4	1.6	64.5	—	18	21	302	Hartford and New Haven	3,260,095	254,000	141,706	2,350,000	927,000	—	4,181,255	73.0	404,297	958,459	596,153	17	142
31 Dec. '62	74.0	—	8.9	—	11	17	256	Housatonic (preferred)	2,439,775	*	—	2,000,000	240,000	61,872	2,625,236	124.0	....	284,485	70,187	4	....
31 Dec. '62	57.0	—	1.3	—	7	11	175	Naugatuck	1,210,899	200,000	11,850	1,031,800	358,050	26,924	1,594,661	62.0	....	206,420	97,700	6	....
31 Dec. '62	62.0	—	2.6	—	6	12	29	N. Haven, N. London and Ston.	1,454,040	—	—	738,538	750,000	156,429	1,644,967	62.0	127,390	135,072	—	—	117½
31 Dec. '62	75.9	8.8	7.2	—	3	3	—	New Haven and Northampton	1,774,455	38,023	—	1,010,000	650,000	—	1,812,475	oper	ated by	N. Y.	& N. H.	4	....
31 Dec. '62	66.0	—	5.9	—	7	7	91	New London Northern	677,552	*	—	602,152	75,526	—	696,827	66.0	156,905	151,731	88,766	5	90
31 Mar. '63	61.3	1.0	63.8	—	28	74	467	New York and New Haven	4,643,832	712,493	—	3,000,000	2,000,000	—	5,754,362	117.4	518,810	1,036,437	454,096	12	121
30 Nov. '62	59.4	7.0	8.5	—	15	17	313	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	799,300	9,298	3,064,867	66.4	294,173	353,664	158,927	—	91
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	—	—	....	*Florida*	....	....	—	....	....	....	....	—	....	....	....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	....	7,857	3,535	—	....
— — '62	59.9	—	5.0	—	—	—	....	*Flo., Atlantic and Gulf Central*	....	....	—	....	....	....	....	—	....	....	....	—	....
— — '62	100.0	3.9	10.0	153.5	—	—	....	*Pensacola and Georgia*	....	....	—	....	....	....	....	29.4	....	....	....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	....	418,036	265,827	8	125
— — '62	92.6	—	8.7	70.9	—	—	....	Atlantic and Gulf—M. Trunk	....	....	—	....	....	....	....	30.0	....	....	....	—	....
31 Dec. '60	53.0	—	....	—	—	—	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	....	53.0	....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	—	—	....	Brunswick and Florida	755,000	*	—	151,887	....	....	....	31.0	....	....	....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	—	—	....	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	62,374	—	1,275,901	10,200	180,621	1,473,140	71.6	....	....	....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	....	....	388,853	13	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '62	220.0	—	....	—	35	38	712	Chicago and Alton	8,117,529	*	—	4,244,222	4,100,000	157,877	8,721,057	281.0	976,381	1,225,001	457,794	—	87
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	15,179,500	263.0	1,308,146	2,412,821	1,206,039	8	136
31 Dec. '58	45.0	—	....	—	6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,085	2,000,065	45.0	14 mo.	243,282	135,284	—	70
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	....	1,083,054	448,503	—	53½
31 Mar. '63	181.8	—	....	—	61	57	960	Chicago and Rock Island	7,069,798	*	—	5,603,000	1,467,000	—	7,743,039	228.4	1,080,884	1,529,141	513,100	6	121
10 Nov. '62	33.2	—	....	—	—	—	—	Fox River Valley	580,000	*	—	....	580,000	....	....	84.0	....	....	....	—	....
31 Dec. '62	140.0	80.4	74.5	—	66	63	1,369	Galena and Chicago Union	8,108,795	1,311,917	248,560	6,028,400	3,335,000	—	10,551,145	341.7	1,420,341	1,777,541	834,095	6	116½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	....	742,097	377,476	—	65½
31 Dec. '62	454.8	252.5	....	—	112	94	2,335	*Illinois Central*	27,675,671	*	—	16,824,360	15,060,500	—	36,071,630	708.3	2,561,192	3,445,827	1,870,723	4	33½
— — —	—	—	—	81.5	—	—	—	Illinois River	....	....	—	....	....	....	....	—	....	....	....	—	....
— — —	148.0	—	....	—	....	....	....	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	....	....	148.0	....	....	....	—	....
— — —	46.6	—	....	—	—	—	—	Peoria and Bureau Valley	....	....	—	....	600,000	....	....	oper	by Chic.	& R. Is.	125,000	—	....
— — —	—	—	—	129.0	—	—	—	Peoria and Hannibal	....	....	—	....	....	....	....	—	....	....	....	—	....
— — '62	186.0	—	....	—	....	....	....	Peoria and Oquawka	5,400,000	*	—	1,569,889	2,200,000	—	....	186.0	....	....	....	—	....
31 Dec. '62	100.0	—	....	—	....	....	....	Quincy and Chicago	1,973,555	*	—	800,000	1,200,000	—	2,000,000	100.0	oper.by	Bur. &	Quincy.	—	....
— — —	1.0	—	....	—	....	....	....	Rock Island Bridge	....	....	—	....	....	....	....	oper	by Chic.	& R. Is.	....	—	....
31 Dec. '62	189.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,400,000	....	—	3,700,000	6,700,000	—	10,400,000	208.0	....	1,117,603	568,020	—	72
								INDIANA.													
— — —	108.0	—	....	—	....	....	....	Cincinnati and Chicago	2,080,433	*	....	1,106,679	1,006,128	....	....	108.0	....	....	....	—	....
— — —	29.0	—	....	73.0	....	....	....	Cincinnati, Peru and Chicago	....	....	—	....	....	....	....	29.0	....	....	....	—	....
31 Aug. '57	109.0	—	....	—	....	....	....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	....	442,393	158,541	—	72
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	549,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	....	448,358	230,834	9	100
31 Dec. '62	84.0	—	....	—	—	—	....	Ind., Pittsburg and Cleveland	1,579,880	*	10,000	835,971	991,400	11,036	2,193,839	84.0	....	450,079	247,835	—	....
31 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	....
— — '59	64.0	—	....	—	....	....	....	Lafayette and Indianapolis	1,850,000	*	....	1,000,000	600,000	....	2,000,000	64.0	....	....	....	—	....
31 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	561,812	—	1,538,768	132.0	....	285,974	104,951	—	100
— — '58	288.0	—	....	—	....	....	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	....	645,827	371,40.	—	36½
— — '58	74.0	—	....	—	....	....	....	Peru and Indianapolis	2,000,000	*	*	1,100,000	820,000	80,000	2,000,000	74.0	....	....	....	—	....
30 Nov. '62	73.0	—	....	—	18	17	298	Terre Haute and Richmond	1,511,450	*	215,232	1,440,450	171,000	—	2,238,522	73.0	319,251	563,314	361,278	12	125
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	....	....	....	*Burlington and Missouri*	1,514,257	*	—	762,738	665,000	92,663	1,542,768	50.0	....	....	....	—	....
31 Dec. '59	86.0	—	....	—	....	....	....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	....	86.0	7 mo's.	85,239	46,771	—	....
31 Dec. '62	111.0	—	....	269.0	7	7	102	Dubuque and Sioux City	3,088,599	63,196	—	2,992,427	300,000	222,601	3,179,833	111.0	....	228,560	122,931	—	....
— — —	—	—	—	438.0	—	—	—	Iowa Central Air Line	....	....	—	245,000	755,000	....	....	—	....	....	....	—	....
1 Jun. '58	38.5	—	....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	....	....	38.5	11 mo's.	458,821	21,356	—	....
1 Jun. '59	11.2	—	....	57.3	....	....	....	Keok., Mt. Pleasant and Musc.	745,703	*	—	548,216	414,000	60,452	1,022,608	11.2	....	....	....	—	....
— — '62	135.0	95.0	....	312.0	....	....	....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	....	230.0	....	....	....	—	50
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	....	....	....	Covington and Lexington	3,742,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	....	426,408	227,534	—	85
30 Jun. '57	20.0	—	....	113.0	....	....	....	Lexington and Big Sandy	694,024	*	—	sold, 1859,	for $26,0	00.	....	20.0	....	....	....	—	....
— — '58	13.0	—	....	22.0	—	—	....	Lexington and Danville	765,500	—	—	694,444	71,000	....	....	13.0	oper.by	Cov. &	Lex.	—	....
30 Jun. '62	29.0	—	....	—	13	10	230	Lexington and Frankfort	596,723	52,300	—	514,573	130,000	—	746,068	29.0	....	78,985	26,794	2	80
30 Jun. '62	65.1	—	....	—				Louisville and Frankfort	1,396,229	126,735	6,540	1,104,587	402,519	—	1,6 5,858	65.1	215,031	179,251	62,421	2	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	168.0	595 258	1,777,985	1,062,165	—	....
— — '59	18.8	—	....	70.2	—	—	....	Maysville and Lexington	....	....	—	....	....	....	....	18.8	oper.by	Cov. &	Lex.	—	....
								LOUISIANA.													
— — —	22.0	—	....	—	....	....	....	Clinton and Port Hudson	750,636	*	—	....	....	....	....	22.0	....	....	....	—	....
— — —	27.0	—	....	—	....	....	....	Mexican Gulf	662,911	*	—	....	....	....	....	27.0	....	....	....	—	....
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	....	2,685,000	1,150,717	....	206.0	....	1,232,624	555,484	—	....
1 Aug '60	53.7	—	....	135.8	....	....	....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,484	1,710,819	53.7	....	....	....	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign work.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	----
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Jun. '59	12.5	—	2.0	—	4	3	45	Bangor, Oldtown and Milford	244,726	*	—	135,000	3,472,000	40,576	244,726	12.5	.....	30,830	Loss.	----	----
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,118	91,487	—	----
31 May, '63	99.7	9.5	.....	—	13	2[illegible]	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,032	174,028	—	----
31 Dec. '59	—	—	—	14.0	...	—	—	Penobscot	328,412	—	178,014	180,497	300,000	75,000	.....	—	—	—	—	—	----
31 May, '63	51.3	—	.....	—	10	4	108	Portland, Saco and Portsmouth	1,494,792	*	100,000	1,500,000	—	—	1,632,446	51.3	.....	283,197	170,276	6	108¼
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	----
31 May, '61	18.5	—	.....	33.5	...	...	.....	York and Cumberland	1,090,000	*	—	370,000	450,000	270,000	1,090,000	18.5	.....	26,386	.....	—	----
								MARYLAND.													
30 Sep. '60	279.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	108½
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,324,506	39.0	187,427	462,880	290,840	9	127
31 Dec. '62	138.0	4.0	16.4	—	51	28	1,547	Northern Central	7,635,009	774,568	466,133	2,260,000	5,150,000	402,054	9,838,621	155.0	940,558	1,920,641	927,341	—	44
								MASSACHUSETTS.													
30 Nov. '62	21.2	—	2.1	—	—	—	—	Berkshire	500,000	100,000	—	600,000	—	—	600,000	21.2	.....	42,000	42,000	7	----
30 Nov. '62	26.7	1.8	43.6	—	21	37	602	Boston and Lowell	2,245,148	183,345	—	1,830,000	440,000	21,046	2,755,815	70.9	336,565	421,969	136,191	6¾	104
31 Mar. '63	74.3	8.8	51.1	—	33	72	484	Boston and Maine	3,880,350	400,463	496,903	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	132
30 Nov. '62	47.0	7.0	32.5	—	25	40	209	Boston and Providence	2,952,600	207,400	—	3,160,000	122,720	—	3,462,989	61.8	435,121	702,222	355,362	8	144
30 Nov. '62	44.6	24.0	60.1	—	30	68	273	Boston and Worcester	4,062,594	437,416	100,000	4,500,000	—	93,654	5,335,584	83.6	564,117	1,006,130	490,304	8	144
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch	907,760	123,865	—	681,654	141,600	—	1,085,074	47.1	75,219	102,627	50,053	2½	64
30 Nov. '62	50.0	2.4	8.8	—	12	19	176	Connecticut River	1,614,386	187,558	—	1,591,100	250,000	—	1,900,919	52.4	170,018	268,152	133,854	6	104
30 Nov. '62	44.2	30.5	25.2	—	26	54	413	Eastern	3,912,207	315,165	264,102	2,853,400	1,912,600	30,000	4,766,000	89.0	452,168	635,629	315,734	—	101
30 Nov. '62	19.9	1.3	3.8	—	—	—	—	Essex	742,592	4,416	—	299,108	280,261	184,750	764,119	21.2	56,482	55,601	15,103	—	67
30 Nov. '62	50.9	42.5	74.5	—	23	36	646	Fitchburg	3,189,351	350,149	—	3,540,000	—	—	3,829,341	93.4	342,542	580,580	254,146	6	115
30 Nov. '62	14.0	—	2.8	—	4	4	36	Fitchburg and Worcester	234,774	40,226	—	219,826	64,100	5,846	289,772	26.4	33,739	38,588	4,619	6	105
30 Nov. '62	29.8	—	3.0	—	3	3	—	Hampshire and Hampden	577,963	28,748	—	292,951	303,014	—	606,681	29.8	27,424	16,344	1,233	—	----
30 Nov. '62	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,385	30,275	—	200,000	75,000	11,752	367,182	12.4	.....	21,780	21,780	6	----
30 Nov. '62	14.5	—	17.2	—	11	19	337	Nashua and Lowell	558,919	95,684	—	600,000	—	—	802,401	71.0	148,515	188,183	46,540	8	125
30 Nov. '62	20.1	1.5	1.1	—	5	14	74	New Bedford and Taunton	502,760	54,214	14,000	500,000	300,000	—	800,000	36.7	42,262	134,178	45,893	5	87½
30 Nov. '62	27.0	—	2.4	—	—	—	—	Newburyport	597,386	—	—	220,340	234,900	140,902	597,386	----	oper. by	B. & M.	Co.	—	----
30 Nov. '62	25.0	—	0.6	8.0	3	4	13	N. York and Boston Air Line	882,464	46,269	—	292,701	550,000	175,672	1,019,373	25.0	53,624	44,589	9,653	—	20
30 Nov. '62	79.5	7.8	26.5	—	24	64	485	Old Colony and Fall River	3,008,445	354,503	—	3,015,100	350,500	134,058	4,187,740	102.1	388,585	580,150	312,031	6	119
30 Nov. '62	18.7	—	0.7	—	1	2	1	Pittsfield & N. Adams, guar.	432,430	11,247	—	450,000	—	—	450,000	18.7	24,960	43,142	23,677	6	100
30 Nov. '62	48.4	1.0	14.9	—	13	18	352	Providence and Worcester	1,409,086	262,815	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	123
30 Nov. '62	16.9	—	1.7	—	—	—	—	Salem and Lowell	381,470	82,543	—	243,503	226,900	464	471,170	ope	r. by B	and L'll	17,500	4	110
30 Nov. '62	11.5	—	0.4	—	2	9	17	South Shore	462,367	39,226	—	259,685	150 000	1,456	531,715	11.5	22,218	64,425	20,484	—	16
30 Nov. '62	21.9	—	1.1	—	—	—	—	Stockbridge and Pittsfield	444,600	4,100	—	448,700	—	—	448,700	ope	r. by Ho	usaton.	31,409	7	----
30 Nov. '62	11.1	0.6	1.2	—	3	10	70	Taunton Branch	250,000	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	119
30 Nov. '62	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,756,370	—	—	923,810	979,308	42,352	1,945,470	ope	r. by T.	and B.	.....	—	40½
30 Nov. '62	69.3	8.0	5.5	—	11	13	180	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	990,525	—	3,516,900	77.3	112,242	216,065	115,241	—	40
30 Nov. '62	156.1	17.3	126.6	—	73	61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,095,712	—	5,150,000	6,417,520	47,000	14,424,472	218.0	1,257,201	2,095,922	984,564	8	150
30 Nov. '62	45.7	—	9.3	—	10	12	145	Worcester and Nashua	1,147,044	123,353	—	1,141,000	141,500	1,130	1,356,645	45.7	164,248	200,744	92,979	5½	90½
								MICHIGAN.													
1 Jun. '62	17.3	—	.....	2.7	2	1	100	*Bay de Noquet and Marquette*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	----
30 Sep. '62	57.0	—	.....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	.....	—	.....	.....	.....	—	----
30 Jun. '62	188.0	—	.....	—	—	—	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.0	.....	340,898	.....	—	----
-- -- --	—	—	.....	—	—	—	.....	*Flint and Pere Marquette*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	----
-- -- --	—	—	—	183.0	—	—	—	*Grand Rapids and Indiana*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	----
31 May, '63	284.8	—	28.4	—	98	85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,834,955	329.3	1,448,558	2,946,560	1,674,200	8	140½
31 Mar. '63	246.0	281.0	.....	—	83	110	1,108	Mich S'th'n & N'th'n Indiana	13,613,624	1,614,259	1,653,252	9,018,200	9,527,075	—	18,546,278	527.0	2,060,637	2,813,831	1,461,276	—	98½
-- -- --	—	—	—	89.8	—	—	—	*Port Huron and Milwaukee*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	----
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	.....	.....	.....	575,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	.....	.....	.....	600,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	.....	.....	.....	500,000	.....	.....	—	.....	.....	.....	—	—
31 Dec. '62	—	—	—	79.0	—	—	—	*Root River Valley*	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	----
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,255	456,949	275,060	1,974,444	59.7	.....	176,462	116,433	—	----
31 Dec. '58	83.2	—	.....	60.4	...	...	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,559	—	----
								MISSOURI.													
31 Dec. '62	37.0	—	2.8	51.0	...	...	.....	*Cairo and Fulton*	1,213,497	*	—	500,000	650,000	.....	.....	37.0	.....	.....	.....	—	----
31 Dec. '62	206.8	—	13.2	—	31	19	420	*Hannibal and St. Joseph*	11,369,702	1,022,301	—	1,782,886	10,571,000	—	.....	206.8	.....	438,544	258,544	—	20
31 Dec. '62	168.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398 779	504,983	—	2,459,207	4,350,000	.....	.....	168.8	.....	444,460	182,896	—	----
31 Dec. '62	52.0	—	3.6	.....	...	...	.....	*Platte County*	1,200,000	*	—	500,000	700,000	.....	.....	52.0	.....	.....	.....	—	----
28 Feb. '63	196.0	—	14.4	87.3	34	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	137,019	20,455,420	196.7	507,040	679,956	227,398	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	----
30 Sep. '62	86.5	3.6	8.2	—	16	13	219	*St. Louis and Iron Mountain*	5,331,493	344,165	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	253,235	65,259	—	----
								NEW HAMPSHIRE.													
31 Mar. '62	23.1	—	.....	—	—	—	—	Ashuelot	506,000	—	—	246,018	150,000	109,982	506,000	ope	r. by Con	n. River	1,690	—	----
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	----
30 Nov. '62	53.6	—	.....	—	11	11	502	Cheshire (preferred)	2,839,713	*	—	2,085,592	803,700	—	3,049,738	63.6	263,324	298,056	104,643	—	48
30 Nov. '62	28.1	—	2.5	—	4	4	26	Cocheco	848,400	*	—	.....	—	57,461	867,462	28.1	.....	34,045	10,492	—	----
31 Mar. '62	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	243,651	112,327	7	63
30 Nov. '62	49.9	3.0	.....	—	—	—	—	Concord & Portsmouth, guar.	350,000	—	—	350,000	—	—	350,000	ope	r. by Con		25,000	7	129
31 Mar. '62	14.6	—	0.6	—	—	—	—	Contoocook River	200,000	*	—	200,000	—	—	200,000	14.6	.....	15,756	4,186	—	----
30 Nov. '62	16.5	—	2.0	—	—	—	—	Eastern	525,205	—	—	492,500	—	42,795	525,205	ope	r. by Eas	tern Ma	ss.	4	101
31 Jan. '62	20.5	—	1.3	25.8	3	2	27	Great Falls and Conway	433,404	40,887	—	166,748	200,000	56,210	.....	20.5	.....	26,120	12,857	—	----
31 Mar. '62	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	.....	ope	r. by C'd	162,426	74,885	7	116
30 Nov. '62	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	34,916	12,395	—	----
30 Nov. '62	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	—	.....	82.0	.....	312,171	128,652	4	75
31 Mar. '62	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	68,040	15,266	—	----
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	----
31 Dec. '62	63.9	32.2	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	175
31 Dec. '62	60.2	—	.....	—	—	—	—	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	17
31 Dec. '62	64.0	—	48.0	—	38	20	540	Central of New Jersey	4,915,252	606,542	672 113	3,630,000	2,000,000	320,433	6,322,193	64.0	687,204	1,397,587	774,341	10	135½
31 Dec. '62	53.0	—	—	45.5	11	16	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	----
31 Dec. '62	33.8	—	.....	—	...	...	.....	New Jersey	3,583,951	397,378	1,397,974	4,397,800	678,000	400,017	5,695,704	33.8	512,349	1,111,087	652,124	10	----
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	—	90,618	29,592	—	160
31 Dec. '62	13.5	—	.....	—	—	—	—	Paterson and Hudson	630,000	*	—	630,000	—	—	630,000	ope	r. by Er	ie R. R.	53,400	8	----
31 Dec. '62	15.0	—	.....	—	—	—	—	Paterson and Ramapo	350,000	*	—	248,000	100,000	476	350,000	ope	r. by Er	ie R. R.	26,500	5½	----
31 Dec. '62	.....	—	.....	—	...	...	.....	Raritan and Delaware Bay	2 450,417	*	—	1,203,583	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	—	—	25
1 May, '62	.....	—	.....	—	...	...	.....	South Branch	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	—	----
31 Dec, '62	24.0	—	.....	—	...	...	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	124,742	6¼	110
31 Dec. '62	36.5	—	.....	47.0	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,963	90,122	46,323	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Railroad: Lateral and Branch Lines	Railroad: 2nd Track and Sidings.	Road in progress or projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Abstract of Balance Sheet: Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Invested in foreign works.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								NEW YORK.													
30 Sep. '62	2.0	—	—	137.0	1	—	10	Albany and Susquehanna	1,044,914	6,367	—	891,575	200,000	8,500	1,100,075	—	—			—	----
30 Sep. '62	11.5	—	3.3	21.5	—	—	—	Albany and Vermont	600,000	*	—	600,000	—		600,000	incl.	in Re	ns. & S	arat.	—	----
30 Sep. '62	48.9	—	2.8	—	4	4	60	Atlantic and Great Western	2,250,277	85,207	—	687,872	1,607,500	25,568	2,320,940	48.9	140,555	224,413	123,939	—	----
30 Sep. '62	14.8	—	1.6	—	—	—	—	Blossburg and Corning	498,217	—	—	250,000	220,000	—	498,217	ope	r. by Ti	oga.	44,100	—	----
30 Sep. '62	5.4	—	6.4	—	—	28	—	Broadway (Brooklyn)	164,521	71,515	—	200,000	27,500	324	236,036	5.4	454,073	52,327	16,231	3	----
30 Sep. '62	14.5	—	9.5	—	2	59	22	Brooklyn Central and Jamaica	675,687	119,225	—	492,050	252,100	62,967	807,217	14.5	803,720	127,843	10,867	—	48
30 Sep. '62	28.3	—	26.9	1.9	—	169	—	Brooklyn City	1,020,370	312,136	—	1,000,000	170,000	10,000	1,832,506	28.3	2,631,216	491,629	118,390	8	150
30 Sep. '62	5.3	—	5.3	15.2	—	25	—	Brooklyn City and Newtown	267,628	*	—	346,000	146,000	8,000	600,000	5.3	273,289	30,944	2,759	—	58
30 Sep. '62	142.0	—	13.0	—	28	32	402	Buffalo, New York and Erie	3,188,461	—	160,677	850,000	2,426,714	135,547	3,682,852	176.0	609,076	823,425	275,486	—	100
30 Sep. '62	68.3	—	14.5	—	29	24	399	Buffalo and State Line	2,277,838	506,576	149,000	1,977,950	949,000	—	2,926,950	88.0	437,522	1,307,921	636,570	11	201
30 Sep. '62	10.5	0.3	4.5	—	—	20	—	Coney Island and Brooklyn	501,364	*	—	493,800	7,000	2,717	503,517	10.8	132,036	21,457	----	—	69
30 Sep. '62	6.3	—	6.3	2.7	—	32	—	Eighth Avenue (New York)	874,128	64,237	—	800,000	—	25,000	938,365	6.3	2,458,019	369,985	121,565	12	----
30 Sep. '62	46.8	—	2.9	—	—	—	—	Elmira, Jefferson & Canand.	500,000	—	—	500,000	—	—	500,000	incl.	in Erie.	----	30,000	6	----
30 Sep. '62	446.0	19.0	290.0	—	226	101	3,279	Erie	39,985,292	*	—	19,973,200	19,831,500	480,665	40,285,365	633.0	4,582,369	7,863,973	2,993,542	—	113⅝
30 Sep. '62	144.0	4.0	115.1	—	65	117	688	Hudson River	10,749,863	1,363,931	—	3,758,466	9,363,750	298,424	13,420,640	148.0	1,152,545	2,637,529	1,269,954	—	157
30 Sep. '62	96.0	2.5	11.4	—	14	37	117	Long Island	2,567,162	361,312	—	1,852,716	782,462	15,213	2,928,474	100.5	226,611	293,457	109,137	2½	46½
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,093,991	5,646,077	791,965	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	4,054,999	7	135¾
30 Sep. '62	130.7	2.1	29.0	—	32	77	441	New York and Harlem	9,385,740	650,804	—	5,717,100	5,995,061	69,136	11,781,297	163.0	507,373	1,154,003	456,698	—	136
30 Sep. '62	98.6	1.64	6.9	—	—	—	—	Niagara Bridge and Canand.	1,000,000	—	—	1,000,000	—	—	1,000,000	incl.	in N.Y.	Central.	60,000	6	----
30 Sep. '62	5.0	—	5.0	8.0	—	42	—	Ninth Avenue (New York)	851,174	24,600	—	795,360	22,000	—	875,774	5.0	779,880	89,498	19,429	—	----
30 Sep. '62	118.0	3.8	17.8	—	28	14	450	Northern (Ogdensburg)	4,091,455	728,524	—	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,433	176,753	—	3
30 Sep. '62	35.9	—	2.2	—	6	10	54	Oswego and Syracuse	698,935	116,626	—	396,340	208,500	16,375	815,161	38.1	75,623	140,634	77,550	7	----
30 Sep. '62	25.2	—	2.0	—	7	11	66	Rensselaer and Saratoga	742,980	157,048	—	610,000	244,750	—	900,028	27.2	----	276,276	66,845	6½	----
30 Sep. '62	172.1	17.5	15.4	—	22	17	358	Rome, Watert'n & Ogdensb'g.	3,092,378	368,305	—	1,499,100	1,923,000	64,292	3,486,392	189.6	309,922	458,512	230,219	4	133
30 Sep. '62	21.0	—	1.6	—	—	—	—	Saratoga and Schenectady	480,684	—	—	300,000	65,000	—	480,684	incl.	in Ren	s. & Sar.	—		----
30 Sep. '62	40.9	6.6	3.9	—	8	11	84	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	6,337	882,337	51.3	111,286	146,227	52,258	—	----
30 Sep. '62	8.0	—	8.0	—	—	61	—	Second Avenue (New York)	966,516	135,557	—	650,000	450,000	42,500	1,142,500	8.0	----	243,066	51,499	—	88
30 Sep. '62	4.0	—	4.4	—	—	89	—	Sixth Avenue (New York)	877,694	209,623	—	750,000	25,000		1,089,317	4.0	1,891,960	358,033	88,285	10	185
30 Sep. '62	13.0	—	0.4	—	2	6	6	Staten Island	267,106	36,443	—	63,102	193,687	70,919	327,708	13.0	50,277	37,010	----	—	----
30 Sep. '62	81.0	—	7.6	—	12	12	117	Syracuse, Binghamton & N.Y.	2,863,540	2,654	—	1,200,130	1,640,757	103,570	2,944,457	88.6	229,424	280,871	172,757	—	----
30 Sep. '62	8.0	—	8.5	—	—	112	—	Third Avenue (New York)	1,652,708	104,321	—	1,170,000	400,000		1,757,029	8.0	2,000,000	580,736	62,978	12	240
30 Sep. '62	34.9	—	3.7	—	10	9	125	Troy and Boston	1,371,576	198,937	—	606,911	808,500	271,097	1,686,508	50.0	247,898	271,158	134,958	—	----
30 Sep. '62	18.5	—	2.7	—	—	—	—	Troy and Rutland	462,500	—	—	325,000	180,000	—	462,500	----	oper. by	Vt. Co.	----	—	----
30 Sep. '62	2.1	—	2.1	—	—	—	—	Troy Union	752,601	—	—	30,000	680,000	—	752,601	----	oper. by	the 4	Comp's.	—	—
30 Sep. '62	34.9	—	2.6	51.4	4	6	39	Utica and Black River	862,089	*	—	811,560	—	—	862,089	34.9	61,344	71,899	6,387	—	----
								NORTH CAROLINA.													
31 May,'60	94.9	—	6.4	—	----	----	----	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	----	108,953	35,572	—	----
-- -- '58	223.0	—	----	—	----	----	----	North Carolina	4,235,000	*	—	4,000,000	----	----	----	223.0	----	----	----	—	----
-- -- '59	97.0	—	----	—	----	----	----	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	----	----	97.0	----	206,917	108,541	—	----
30 Sep. '60	161.5	15.0	----	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	----	469,458	219,688	—	----
30 Sep. '59	161.9	—	----	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	----
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	----
								OHIO.													
-- -- '58	—	—	—	----	—	—	—	Atlantic and Great Western	613,231	----	—	866,939	—	77,294	----	—	—	—	—	—	----
31 Dec. '62	118.2	—	----	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,813	1,169,000	2,126	3,376,255	118.2	----	541,150	234,320	—	25
1 Aug. '61	137.0	—	----	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	----	699,716	230,551	—	12
31 Mar. '63	60.3	—	----	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	1,334,000	—	3,988,193	198.3	----	877,404	464,415	10	124
31 Dec. '60	30.0	—	----	69.1	----	----	----	Cinc. and Indianapolis Junc.	----	----	—	----				32.0		----	----	—	----
1 May,'59	131.8	—	----	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	----	131.8	304,168	190,745	19,180	—	----
31 Dec. '62	135.4	55.8	----	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,130	191.2	926,628	1,724,917	1,033,637	20	157
31 Dec. '62	67.0	—	----	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
1 Dec. '62	95.5	1.2	29.5	—	31	34	543	Clev., Painesville & Ashtabula	3,452,143	590,344	----	3,300,000	1,500,000	—	----	96.7	484,297	1,551,628	975,923	33⅓	180
30 Nov. '62	101	102.5	----	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	----	1,436,317	552,800	—	117
31 May '63	109.2	79.4	----	—	32	40	498	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	—	7,810,858	188.6	663,371	1,361,587	747,562	4	145½
31 Dec. '58	61.4	—	----	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	----	61.5	75,120	68,128	19,763	—	----
31 Dec. '58	72.0	—	----	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	----	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,413,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r. w. Lit.	Miami.	229,883	15	----
31 Mar. '63	144.0	—	7.9	—	16	8	373	Dayton and Michigan	5,454,748	339,553	5,500	2,452,217	2,604,190	810,424	6,509,826	144.0	414,779	663,705	451,540	—	----
31 Aug. '60	36.6	—	----	—	5	3	87	Dayton and Western	999,173	104,912	—	307,246	716,000	80,845	—	36.6	----	62,025	3,565	—	----
31 Aug. '58	16.0	—	----	47.0	3	2	21	Dayton, Xenia and Belpre	860,496	*	—	437,838	422,658	----	1,104,086	16.0	40,064	64,000	33,000	—	----
31 Dec. '61	45.0	—	----	—	6	5	72	Eaton and Hamilton	1,101,744	79,022	62,630	469,762	728,853	152,694	----	45.0	----	128,170	33,412	—	----
-- -- '59	36.0	—	----	84.0	----	----	----	Fremont and Indiana	----	----	—	----	----	----	1,358,867	—	—			—	----
31 Oct. '61	32.0	—	----	—	6	5	68	Greenville and Miami	888,000	*	—	300,000	473,000	75,000	----	47.0	----	69,352	—	—	----
30 Nov. '58	13.0	—	----	34.0	1	2	50	Iron	172,830	*	—	118,865	50,000	3,965	----	13.0	24,000	31,126	10,460	—	----
30 Nov. '62	83.5	—	37.8	—	25	22	437	Little Miami	3,544,158	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	----
30 Apr. '62	192.3	—	----	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	----	829,932	119,032	—	1½
31 Aug. '58	117.0	8.0	----	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	----	125.0	----	----	----	—	----
30 Jun. '63	153.9	52.0	----	—	31	26	422	Sandusky, Dayton and Cinc.	3,986,868	595,400	232,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	115,290	—	----
31 Dec. '62	116.0	9.0	----	—	10	10	237	Sandusky, Mansfield & New'k	2,309,419	*	—	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82,988	—	----
30 Nov. '58	55.6	—	----	74.0	7	3	64	Scioto and Hocking Valley	1,103,975	*	—	403,975	500,000	100,000	----	55.6	70,000	110,200	53,100	—	----
31 Aug. '58	19.5	—	----	23.5	—	—	—	Springfield and Columbus	346,500	—	—	193,000	150,000	3,500	346,500	ope	r. by C.,	C. & C.	----	—	----
30 Nov. '58	49.8	—	----	62.2	5	6	62	Springfield, Mt. Vern. & Pittsb.	2,205,000	*	—	1,000,000	1,050,000	200,000	2,250,000	49.8	222,000	----	----	—	----
31 Dec. '62	242.4	—	----	—	42	18	753	Toledo & Wabash (16 months)	8,547,168	*	14,038	2,335,550	6,211,618	198,590	8,785,373	250.0	1,614,932	1,938,202	950,462	—	64
								PENNSYLVANIA.													
31 Oct. '62	45.0	—	3.0	136.2	4	6	97	Alleghany Valley	----	----	----	----	378,455	58,811	----	45.0	----	106,924	55,029	—	1
31 Oct. '62	88.0	—	----	—	----	----	----	Atlantic and Great Western	5,500,000	*	—	2,000,000	3,500,000	—	5,500,000	88.0	----	----	----	—	----
31 Oct. '62	24.5	—	23.8	—	18	3	1,203	Beaver Meadow	1,042,642	317,329	—	1,816,150	1,500	—	1,817,650	24.5	191,545	365,365	210,817	8	70
30 Sep. '62	65.0	—	4.2	—	18	13	276	Catawissa	3,634,000	*	—	3,350,000	284,000	115,752	3,749,752	146.0	549,045	275,880	----	—	23½
31 Oct. '62	52.0	4.0	4.5	—	12	12	77	Cumberland Valley	1,128,687	*	—	956,900	270,500	56,545	1,384,456	74.5	—	255,560	166,427	8	----
31 Oct. '62	110.7	2.8	43.0	—	71	20	4,539	Del., Lackawanna and West'n	9,249,335	*	—	5,596,200	4,629,000	637,114	10,862,314	202.0	1,107,638	1,505,362	753,463	6	200
31 Oct. '62	35.8	1.1	3.2	—	7	4	67	East Pennsylvania	873,116	105,245	—	492,190	598,500	27,478	1,118,168	36.9	130,602	173,393	98,654	—	----
31 Oct. '62	78.0	—	8.5	—	16	11	797	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	42,155	2,083,607	78.0	227,088	347,823	133,499	—	38½
31 Oct. '62	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	—	126,490	228,530	33,826	10	----
31 Oct. '62	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	----	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	71
31 Oct. '62	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	23,476	29,799	5,079	—	----
31 Oct. '62	31.3	19.2	3.8	—	11	1	103	Huntingdon and Broad Top	1,423,481	*	—	570,961	1,166,030	289,153	2,026,144	50.5	150,984	196,084	164,134	—	22½
31 Oct. '62	80.0	—	16.0	—	12	7	667	Lackawanna and Bloomsburg	2,629,513	*	—	710,000	1,747,833	205,000	2,662,833	80.0	242,400	307,389	169,056	—	----
31 Oct. '62	46.0	26.0	18.5	—	22	8	955	Lehigh Valley	3,373,022	554,363	—	2,297,250	1,465,000	31,547	3,927,385	76.0	367,230	822,927	460,516	8	90
1 Oct. '62	28.3	5.5	8.0	—	10	----	61	Little Schuylkill	1,371,868	*	—	2,256,100	960,000	72,600	3,288,700	33.8	62,155	126,316	68,801	—	49
31 Oct. '62	24.5	105.5	62.5	—	----	----	----	Mine Hill and Schuylk. Haven	3,252,265	*	—	3,250,000	—	—	3,252,265	130.0	—	451,918	174,435	8½	64
30 Nov. '62	55.6	13.2	8.8	—	18	25	577	North Pennsylvania	5,485,476	406,187	—	3,147,350	3,106,360	280,000	6,447,780	66.4	263,334	397,136	218,960	—	36¾
31 Dec. '62	355.6	55.8	318.0	—	253	157	3,871	Pennsylvania	19,306,347	3,582,304	—	13,274,100	[illegible]	—	28,824,213	[illegible]	----	10,304,891	4,873,218	8	70½
31 Oct. '62	17.0	7.0	42.0	17.0	16	42	214	Phila., Germant'n & Norrist'n	1,521,520	236,289	—	1,243,600	438,900	—	1,852,696	24.0	229,938	262,333	129,742	6	59
31 Oct. '62	190.0	—	10.5	98.0	15	1	285	Phila. and (Sunbury) Erie	12,129,857	*	—	4,822,459	[illegible]	157,739	[illegible]	[illegible]	213,574	413,472	80,909	—	37½
30 Nov. '62	147.4	5.5	187.8	—	143	67	7,300	Philadelphia and Reading	21,762,390	3,765,774	657,130	11,548,929	12,036,100	94,466	25,528,164	366.0	2,088,166	3,911,830	2,095,775	—	66
31 Oct. '62	31.0	—	0.8	48.0	2	2	17	Phila. and Baltimore Central	902,481	27,519	—	213,033	[illegible]	5,330	[illegible]	[illegible]	8,218	7,416	20,861	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Line	Railroad. 2nd Track and Sidings.	Road in progress or projected	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA, (*Continued.*)													
31 Oct. '62	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	552,422	51,460	—	999,200	250,000	—	1,249,200	28.2	102,364	432,351	228,844	8	173
31 Oct. '62	95.9	—	34.8	—	87	110	630	Phila., Wilmington and Balt.	6,939,924	744,425	351,129	5,620,500	2,579,000	—	9,508,496	200.5	582,615	2,250,862	1,080,995	9	71
31 Oct. '62	59.5	—	6.4	89.5	10	14	63	Pittsburg and Connellsville	2,036,181	109,592	—	1,763,122	1,500,000	110,417	3,501,853	72.0	194,000	129,918	50,379	—	8½
31 Dec. '62	468.3	—	59.7	—	121	61	1,312	Pittsb'g, Ft. Wayne & Chicago	17,736,353	*	—	5,709,592	12,935,173	312,399	19,451,676	468.3	2,694,467	3,745,311	1,302,895	—	99
31 Oct. '62	54.0	1.1	5.5	—	7	4	66	Schuylkill and Susquehanna	1,197,774	*	—	1,269,150	97,000	8,405	1,374,555	55.5	82,809	79,618	9,338	—	----
31 Oct. '62	9.3	15.2	15.0	—	—	—	—	Schuylkill Valley	576,050	—	—	576,050	—	—	576,050	----	oper. by	Ph. & R	eading	5	----
31 Oct. '62	28.0	—	6.2	—	5	1	459	Shamokin Valley & Potteville	1,178,773	112,824	—	590,000	791,597	5,659	1,297,256	----	57,928	159,534	99,030	—	40
31 Oct. '62	29.6	—	2.5	—	4	4	101	Tioga	719,914	77,999	—	97,550	396,500	65,826	797,912	29.6	81,934	134,788	97,862	9	43
31 Dec. '62	26.4	—	3.0	—	5	11	23	Westchester and Philadelphia	1,387,074	*	—	683,431	953,208	8,000	1,644,639	26.4	105,800	141,101	79,544	—	12
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,300	—	----------	62.0	297,700	415,209	199,155	6	121
30 Nov. '62	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,417	8,500	—	----------	13.6	23,954	25,594	6,739	----	----
								SOUTH CAROLINA.													
31 Dec. '58	13.2	1.5	----	182.4	2	—	26	Blue Ridge	2,126,539	—	—	1,916,515	217,577	—	2,134,092	13.2	----	----	----	—	----
31 Dec. '58	54.9	—	----	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,365	195,266	197,905	1,099,536	51.9	----	----	----	—	----
31 Dec. '58	109.6	—	----	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	----	----------	109.6	----	283,263	151,536	6	----
— — '58	40.3	—	----	—	---	---	----	Cheraw and Darlington	600,000	*	—	400,000	200,000	----	----------	49.3	----	----	----	—	----
1 Jan. '59	143.2	21.3	----	—	---	---	----	Greenville and Columbia	2,429,769	324,161	—	1,429,008	1,145,000	245,546	2,919,564	164.5	----	341,120	125,871	—	----
31 Aug. '58	22.5	—	----	—	---	---	----	Kings Mountain	196,236	*	—	200,000	—	—	200,000	22.5	----	----	----	5	----
31 July '58	32.0	—	----	—	---	---	----	Laurens	543,403	*	—	400,000	106,218	----	575,729	32.0	----	27,563	8,527	—	----
28 Feb. '59	102.0	—	----	—	---	---	----	North-Eastern	2,011,652	*	—	986,743	960,410	108,172	2,057,325	102.0	----	220,014	96,145	—	----
31 Dec. '60	136.0	106.0	----	—	62	59	790	South Carolina	----	----	----	----	2,642,833	----	----------	----	----	1,499,636	701,943	7	----
31 July '58	25.1	—	----	41.9	---	---	----	Spartanburg and Union	----	----	----	----	----	----	----------	25.1	----	----	----	—	----
								TENNESSEE.													
30 Sep. '60	47.6	—	----	—	---	---	----	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	----	29,967	19,187	—	----
1859	----	—	----	17.0	2	—	14	Edgefield and Kentucky	857,947	*	—	333,294	612,000	60,900	----------	30.0	29,845	9,359	7,486	—	----
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	----------	140.0	----	318,718	187,466	—	----
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	----------	130.3	150,142	297,866	149,167	—	----
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	----	1,635,096	873,597	—	----
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,250,267	141,144	—	570,000	1,361,000	145,000	----------	—	----	----	----	—	----
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	----	----------	----	----	----	----	—	----
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	554,949	813,518	----------	59.4	60,870	177,256	60,029	—	----
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	----------	47.4	54,175	83,129	44,666	—	----
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	----------	34.2	30,065	23,808	13,892	—	----
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	----	----------	159.0	----	734,118	337,384	6	----
1859	----	—	----	—	—	—	—	Nashville and Northwestern	----	----	—	----	----	----	----------	----	----	----	----	—	----
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	----------	45.8	57,950	127,953	87,243	—	----
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	----	----	—	216,962	413,000	408,477	----------	30.0	----	1,248	----	—	----
								TEXAS, (*all aided by State*).													
— — '58	32.0	—	----	158.0	---	---	----	Buffalo Bayou, Braz. & Col'r'do	----	----	----	----	----	----	----------	32.0	----	----	----	—	----
— — '58	56.0	—	----	184.0	---	---	----	Galvest., Houst. & Henderson	----	----	----	----	----	----	----------	56.0	----	----	----	—	----
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	----	—	275,000	240,000	171,536	----------	50.0	31,800	32,670	----	—	----
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	----------	70.0	102,200	282,846	196,568	—	----
— — '59	25.0	—	----	110.0	---	---	----	San Antonio & Mexican Gulf	----	----	----	----	----	----	----------	25.0	----	----	----	—	----
— — '59	28.0	—	----	766.0	---	---	----	Southern Pacific	----	----	----	----	----	----	----------	28.0	----	----	----	—	----
								VERMONT.													
31 Aug. '63	110.3	—	6.6	—	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	—	1,280,400	800,000	----	----------	90.7	99,639	208,867	----	—	52½
31 Aug. '62	119.6	—	16.0	—	20	18	548	Rutland and Burlington	3,989,708	556,275	—	2,233,376	3,183,038	663,019	6,379,434	119.6	394,393	322,928	61,280	—	----
31 Aug. '62	62.5	----	4.0	—	12	9	193	Rutland and Washington	950,000	221,683	—	1,097,000	----	----	----------	62.5	138,299	140,886	24,579	—	----
31 May, '62	117.0	2.0	24.0	—	41	36	889	Vermont Central	8,462,955	*	—	5,000,000	3,500,000	1,500,000	----------	174.5	679,677	713,418	191,466	—	2
30 Jun. '62	47.0	8.5	4.1	—	—	—	—	Vermont and Canada	1,678,500	—	—	1,378,500	—	----	1,378,500	ope	r. by Vt.	Central	----	4	175
30 Jun. '62	23.7	—	0.9	—	3	6	39	Vermont Valley	1,212,274	89,612	—	516,164	753,200	110,145	----------	23.7	53,041	45,273	7,187	—	----
30 Jun. '62	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	----	----------	ope	r.b.Troy	& Bost.	53,852	—	----
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	----	----	----	—	----
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	----------	113.7	703,034	136,302	43,062	—	----
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,322	—	----
30 Sep. '59	103.5	—	----	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	----	----------	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	----	----	----	2,063,655	2,517,500	590,056	----------	167.7	270,846	450,427	222,214	—	----
30 Sep. '59	123.3	10.1	----	—	19	13	279	Petersburg and Lynchburg	3,010,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	----	410,166	201,344	—	----
30 Sep. '59	59.2	21.3	----	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	----	326,554	213,852	7½	----
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75,908	6,753,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,900	96,828	----------	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	825,750	204,808	26,853	----------	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	----	----------	23.7	12,542	----	----	—	----
31 Jan. '60	80.0	—	----	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,817	52,926	1,639,648	80.0	----	240,446	121,053	7	----
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280,968	634,081	359,130	5	69½
30 Jun. '60	204.7	9.4	10.6	—	39	27	374	Virginia and Tennessee	5,994,259	888,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	----
30 Sep. '59	32.0	—	2.5	—	5	4	49	Winchester and Potomac	516,830	59,000	—	300,000	120,000	24,736	----------	32.0	30,000	49,971	14,469	—	----
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	----------	55.0	----	----	----	—	----
31 Dec. '61	199.9	—	24.9	—	---	---	----	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	----	----------	199.9	----	758,476	329,580	—	----
31 Dec. '58	40.0	—	----	—	5	10	75	Milwaukee and Chicago	1,630,073	*	23,304	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	82,182	—	----
— — '57	42.0	—	----	27.8	---	---	----	Milwaukee and Horicon	919,757	*	—	1,101,200	----	----	----------	42.0	10 mos.	60,066	----	—	----
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,811	234.4	----	1,163,734	414,741	—	66
— — '57	50.0	—	----	85.0	---	---	----	Milw., Watertown & Baraboo	514,238	----	—	345,861	132,000	----	----------	50.0	----	121,401	----	—	----
10 May, '62	104.0	—	----	—	8	11	375	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.0	384,331	344,769	83,839	—	----
— — '58	10.0	—	----	55.0	—	—	—	Wisconsin Central	600,000	—	—	----	----	----	operated	by	Fox Riv	er Vall.	----	—	----
								CANADA.													
31 Jan. '63	161.0	—	----	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	----	236,798	67,652	—	----
31 Dec. '62	49.0	—	----	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	----	242,798	117,842	—	15
— — '62	37.0	11.0	----	72.0	2	2	17	Brockville and Ottawa	----	----	----	----	----	----	----------	48.0	----	----	----	—	----
0 Jun. '63	1,096	137.0	----	78.0	204	130	2,389	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	----	4,368,510	1,154,855	—	----
31 July, '63	229.0	115.5	68.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	----	26,084,180	357.0	----	3,011,860	1,649,510	1½	----
— — '62	24.0	—	----	—	2	2	52	London and Port Stanley	----	----	----	----	----	----	----------	24.0	----	----	----	—	----
31 Dec. '62	95.0	1.6	----	—	17	20	337	Northern (O. S. & H.)	----	----	----	----	----	----	----------	96.6	----	----	----	—	----
— — '62	54.0	—	----	—	5	8	118	Ottawa and Prescott	----	----	----	----	----	----	----------	54.0	----	----	----	—	----
31 Dec. '62	25.0	—	----	—	4	—	57	Welland	----	----	----	----	750,000	----	----------	25.0	----	100,000	19,575	—	----
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	----
1 July, '61	60.0	—	----	—	---	---	----	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,779,252	60.0	----	132,555	36,670	—	----
								NOVA SCOTIA.													
Dec. '62	61.5	30.6	----	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	----
								NEW GRANADA.													
Dec. '62	48.7	—	----	—	11	22	120	Panama	5,000,000	*	615,658	5,000,000	3,275,000	—	10,768,728	48.7	----	1,749,294	1,013,444	13	124

New York Stock Exchange.

Actual Sale Prices for the week ending March 2.

	Th 25.	F.26.	Sat.27.	M.29.	Tu.1.	W.2.
American Coal Co.	90	89	90	91	95	102
Buffalo, N.Y. & E., 1M.						
California 7s	125					
Canton Co.	48½	47½	49½	50	53	52½
Central Am. Transit	41½	41	43	49¾	47¾	47
Chicago & Alton			87	87½		87
" " pref.	94			93½		
" " 1 M.						
" " Inc.b'ds	95					
Chicago, Burl. & Q.		131	130	132	132	136
" " " 8 p.c.				119		
Chic. & Northwest'n	53½	52	54½	54½	53½	53½
" " pref.			68			
" " 1st M.	90½		91		92	92
" " 2d M.	81½	81	82	82½	81	84
" " S. F.						102
" " A. B.						
" " I. B.				97½		
Chicago & Rock Isl.	120¾	118	120½	120	119¾	121
" " 1st M.'70			108			
Clev., Col. and Cin.			157	157		
Clev. and Pittsburg	116¾	115½	116	116½	116½	115½
" " 1 M.						
" " 2 M.						
" " 3 M.						
" " 4 M.				87		
Clev. and Toledo	146½	146	145	147½	146¾	147
" " S.F. 7 p.c.						
Cumberland Coal, pref.	69½	67½	69½	69	67	68
Del. & Hudson Canal	195	200	201½	202	206	217
Del., Lack. & West.						
" " 1M.8p.c.'71-5.						
" " 2M.8p.c.'81						
Erie	118	116¾	117½	116	115½	113¾
" pref.	108	104½	105	105¾	105¼	105½
" 1 M. 7 p.c. '67						
" 2 M. 7 p.c. '79						
" 3 M. 7 p.c. '83	118				115	
" 4 M. 7 p.c. '80						116
" 5 M. 7 p.c. '88						
Galena and Chicago	118	116	117¾	117⅞	117¼	116¾
" 1M.7p.c.'63						
" 2M.7p.c.'75						
" 1M. Ex.'82	113½					
Hann. & St. Jo. pref.					44	
" " bonds						
Hudson River	162	158	160	158	158½	157
" scrip						
" 1M.7p.c.'69						
" 2M. S.F.				116		
" 3M. 7p.c.'75	146	145		145	145¾	
" conv. bonds						
Illinois Central scrip	133½	133½	134½	134	134	133½
" full stock		122	123½			
" Can.bd.sc.						
" bonds				123		
Marietta & Cin 1st pref.	70	68	68	68	68	69
" " 2d "						47
Mariposa Mining Co.	35	35	35¾	38	36	35½
Michigan Central	138	140	142	141½	141½	140½
" S.F.8p.c.'82	126					128
" conv.8p.c.'69						
M. S. and N. I.	97	97¾	99	98¾	98¾	98¼
" " guar'd	143		142½	141½	143½	
" " 1M.S.F.						
" " 2 M.	105					107
Mil. and P. du Chien	67¾	65	67½	67	66½	66
" " 1st pref.						
" " 2d pref.						
" " 1st M.						
Minnesota Mining Co.	75	76	79	80	85	85
Miss. & Mo.	48½				50	50
" L.G.bonds		76	68	67		68
Missouri 6s	75	74	73½	73½	73½	73½
" iss. to H.&St.J.R.			87	87¾		87
" " Pacific	75½	75	74½	73¾	73¾	73½
N. J. Central 1st M.					106	
New York Central	136½	134½	136½	136⅝	135¾	135½
" " 7s, 1864						
" " 7s,S.F.'76						
" " 7s,conv.'76						
" " 6s, S.F.'83			106½		107	
N. York & Harlem	134½	130½	137½	135½	135½	136
" " "pref."	125		125	125	126	131
" " 1M.7p.c.'73		109				
" " 2M.7p.c.'64						
" " 3M.7p.c.'67						
Norwich & Worcester						
Ohio & Miss. cer.	42	41	42	42½		43
Pacific Mail S.S. Co.		226	227	229		227
Panama	234					
Penn'a Coal Co.						183
Phila. and Reading	131	129½	130½	131	132	132
Pitts. Ft. W.&Chicago	100	99	99	100¾	101	99
" " 1M.						
" " 2M.	101½			103		102
" " 3M.		98	98	96		
Quicksilver Mining Co.	59½	52½	54	56	58	59
St.L., Alton & T. H.	69½	70	73½	73½	71¾	72
" " pref.	84	84	86	92	88	90
" " 1M.						104½
" " 2M. pref.		92		91		98
" " Inc.b'ds.	86½			88		
Tennessee 6s, 1890	62½	61	60¾	60	61	
Toledo & Wabash	62	61	65	67	65½	64
" " Pref.	79½	80	80½	83	81	80
" " 1M.						
" " 1M. ex.			101	101	101	
" " 2M.		89¾		90	89½	90
" " Int.b'ds.						
Virginia 6s			49			

New York Stock Exchange.

Actual Sale Prices for the week ending March 2.

	Th 25.	F.26	Sat.27.	M.29.	Tu.1.	W.2.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1865, coup.				139		140
U. S. 6s, 1881, reg.	112	111	112			111½
U. S. 6s, 1881, cou.	111½	111	111½	111½	111½	111
U. S. 6s, '81, O.W.L.y.						
U. S. 6s, 1881, " ½y.						
U. S. 6s, 1867, reg.						
U. S. 6s, 1867, coup.						
U. S. 6s, 1868, reg.						
U. S. 6s, 1868, coup.				103		
U. S. 6s, 1 year certif.						
U. S. 6s, " " new	99⅝	99⅝	99⅝	99⅝	99½	99⅝
U. S. 6s, 5-20s, coupon	107⅞	107	107½	107	107½	107½
U. S. 6s, " reg.	107½	107½		107½	107½	107½
7.30 Notes, Feb.&Aug.						
" " Ap'l & Oct.	111	111	111	109	111	111½
American Gold	158½	157½	157½	158⅞	159¾	159⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending March 1.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.1.
Beaver Meadow	79	79			79	
Cattawissa	24		24		22½	23½
" preferred	48¾	44	43¾	43¾	42½	43½
Camden & Amboy	175	175				
" " 6s,'67						
" " 6s,'70						
" " 6s,'75						
" " 6s,'83		100½				100¾
" " 6s,'89						
Ches.& Del.Canal 6s '86		98				
Del. Div. Canal				40½		
Elmira & W'msport						
" " pref.						
" " 7s						
" " 10s						
Harrisburg						
Lehigh Navigation			61			
" " 6s						
" " scrip			54	55		
Lehigh Valley R. R.			90			
" " scrip						
" " 6s						
Little Schuylkill R. R.	49	49½		49		
" " 7s						
Long Island	47			46½		
" " 6s						
Minehill	63½	63½		63½	63¾	64
Morris Canal			72½			
" " pref.						
" " 6s '76						105½
North Pennsylvania	37	36½	35	35⅞	36	36¼
" " 6s	99½		99½	99½		
" " 10s						
Pennsylvania R. R.	70	68½	70	70	70½	70⅝
" 1st m.					112¾	
" 2d m.						
Penn. State, 5s	95	96½			97	97
" " 5s, coupon	100	100	100			100½
" " 6s, "	105	105			107	
Philadelphia City, 6s	102	102¾		102½		103
" " new	107½	107½		107⅞		107½
Philad., Germ. & Nor.		59½	59			59
Phila. & Reading	65½	65½	64⅝	65½	65⅜	66
" " 6s, '86						
" " 6s, '70						
Philadelphia & Erie	38¾	38½	38½	38½		37½
" " 6s	107					107
Philad. & Sunbury, 7s						
Schuylkill Navigation	30	29½	29⅝			29⅞
" " pref.	41½	41¾	41½	41½	42	41¾
" " 6s '82	94	94	95		94½	95
" " 6s '76						
" " 6s '72						
Sunbury and Erie, 7s						
Susq. Canal	25½	24½	25½	24¾	25½	25½
" " 6s '78						
" " scrip						
Union Canal, pref.	6½					
" " 6s '83	30½			30½	30	
West Br. Canal 6s '78						
Wyoming Valley Canal.	83½	83	84	84½	85	85
Arch street, (Horse)	37½		37	37½		37
Chestnut & Wal. "						
Green & Coates, "			42			42
Race and Vine, "	20	20½		20		
2d and 3d streets, "			83			
Spruce & Pine, "	16		15⅞			

Baltimore Stock Exchange.

Actual Sale Prices for the week ending March 1.

	W.24.	Th 25.	F.26.	Sat.27.	M 29.	Tu.1.
Baltimore City 6s, 1875	108½	108½	108½		108	
" " 1886						
" " 1870						
" " 1890		109¾			109½	109½
Balt. and Ohio		109½		108½		
" " b'ds,'62						
" " " '67						
" " " '75						
" " " '80						
" " " '85		109			109½	
Northern Central	44	44	43	43½	44	
" " b'ds,'85					103	103
" " " '95						

Boston Stock Exchange.

Actual Sale Prices for the week ending March 2.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.1.	W. 2.
Boston and Lowell						
Boston and Maine	131¾	132			131	132
Boston and Providence						
Boston and Worcest.	144					
Cheshire, pref.	50		50			50
Concord		63				
Connecticut River	104					
Eastern, Mass.	101	101	101	101½		101
Eastern, N. H.		101				101
Fitchburg	114¾		114¾			115½
Manchester & Lawr'ce						
Michigan Central						
Northern, N. H.						
Old Colony and Fall R.	119		119	119		
Ph., Wil. & Baltimore	71	70½	70¾	70⅞		71
Portl'd, Saco & Ports.						108½
Vermont & Canada						
Vermont & Mass.			40¾			40
Western	150	150½				150
Cambridge "	125					125
Metropolitan "		65		65½		66
Middlesex "						
Central Mining Co.	60					
Franklin "	50	50		49½		
Isle Royale "		25				
National "	30½		30½	31		31
Minnesota "	76		80			
Pewabic "	59	58½		58		
Pittsburg "	87		86			
Quincy "	89½	89		89		
Rockland "						

London Stock Exchange.

The following were the closing prices for American Securities on the 16th of February:

Maryland 5s	69	to	71
United States 6s, 1881	63	"	64
Do. 5s, 1874	58	"	60
Virginia State 5s	45	"	48
Do. 6 per cent.	30	"	32
Atlantic and Great Western, N. Y. sec., 1st mort., 1880, 7 per cent.	75	"	77
Do., Pennsylvania do. do.	77	"	79
Erie shares, $100 (all paid)	62	"	64
Do., 7s, preference	58	"	60
Do., 7s, 1st mort., 1867	62	"	68
Do., 7s, 2d mort., 1859	66	"	68
Do., 7s, 3d mort., 1883	63	"	68
Do., 7s, 4th mort.	60	"	65
Do., 7s, 5th mort.	60	"	65
Illinois Central 6s, 1875	83	"	85
Illinois Central 7s, 1875	70	"	72
Do. do. $100 shares, $90 paid, dis.	21	"	19
Do. do. $100 shares, all paid	69	"	71
Marietta and Cincinnati Railroad Bonds	70	"	72
Michigan Central 8s, Convertible, 1869	65	"	68
Do. do. S. F. 1st mort., do., '82. x. c.	73	"	78
Michigan S. and N. Indiana 7s, S. F., 1885	65	"	70
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	60	"	63
Do do. 7s, 1864	53	"	58
Do. do. 7s, S. F., 1876	68	"	72
Do. do. 7s, Convertible, 1876	73	"	78
Do. do. $100 shares	73	"	75
Panama, 1st mortgage 7s, 1865	100	"	102
Do. 2d mortgage 7s, 1872	106	"	108
Pennsylvania, 1st mort., 6s, Convertible	60	"	65
Do. 2d mort., 6s, do.	86	"	88
Do. $50 shares	40	"	42
Philadelphia and Reading, $50 shares	33	"	36

American Railroad Journal.

Saturday, March 5, 1864.

Stock Exchange and Money Market.

One of the anomalies of the hour, considering the large amount of United States currency afloat, is, that there are not small bills in quantities enough to meet the daily expenses of the Government. At the Brooklyn Navy Yard, the paymaster has his safe full of $500 and $1,000 notes, but is unable, or was at the last accounts, unable to pay off the men for want of small bills. He found it impossible to get them either from the Treasury or by exchange with the local banks. What has become of the millions of small notes hitherto issued by the Treasury? Are they hoarded like gold, or are they passing from hand to hand to perform the functions of business, and cannot be spared?

Even the banks continue to pay a premium for them. Indeed were it not for the rise in gold we would scarcely know that our currency is inflated

We go by rule and dogma in this as we do in most things, not always regarding this axiom, that circumstances frequently alter cases.

This question of gold is not yet settled in Congress, nor in the street. We are of opinion now, as we were a year ago, that it may be carried up to 200, if the combination persist in inflating the price. The demand is principally owing to the necessity of its use at the Custom House. In other words, the Government causes the greater part of the demand. Importers may and do remit products of various kinds. Every bushel of wheat sent abroad produces a gold dollar in return at least, but wheat will not pass at the Custom House for duties. Now it appears to us as plain as day, that the rise in the article being largely owing to the Government, it is the duty of the Government to check that rise by some modification of its power. It is a common office of the State to interfere with what is called free trade, when the public safety or interest requires it. No one thinks it strange that the British Government recently prohibited the exportation of saltpetre. No one believed that our embargo and non-intercourse laws were not within the rightful authority of Congress. So in this case of gold, we cannot doubt but the power which in great part creates the scarcity, may alleviate the evil consequences. There is a necessity for some sort of action in this matter, for the people of the North and West are beginning to pay the most extravagant prices for articles of necessity, because gold is rising in price. The taxes we are paying are light and bearable in comparison with the profits we are charged on the necessaries of life; each rise in gold being made an excuse for further demands. This is the evil against which we wish to provide, and to control which the Government should, if it can, interfere.

We repeat it, it is not taxation which is likely to oppress us, but it is the cost of living, and this is attributable but to a single cause. In 1863 we saw gold at 171, and it afterwards fell to 122. This was a sensible relief to the community. We imagine, if the Secretary of the Treasury now placed upon the market his surplus coin from time to time, there would be a fall as great as there was in 1863. We have seen within the last two weeks a decline of several per cent, on the mere publication of Mr. Chase's letter, and great hesitation and doubt in the street among the operators since, on the mere prospect of his views being carried out.

If the mere rumor of the measure has had a good result, what would not the measure itself effect. We are for making the trial, and if it fails, the Government will have replenished the Treasury by the premium gained. If it sold twelve millions it will have made six millions profit, and we shall be where we were before. It is understood, that Mr. Stebbins of this city, is to speak on the question when it comes fairly before the House, and we shall look for his opinions with much interest. If any Member of Congress understands the question, he certainly does. It is admitted on all hands that cash gold is scarce, and this may be a present reason for its advance; make it plentiful and it must certainly fall.

The National Banks continue to increase. They have great advantages over the local institutions, which latter, if they consult their interest will finally adopt the principle. The deposits in the associated banks of this city increased in one week, ending February 22d, $6,860,953, the total balance that day being $154,875,059. Their total capital is but $60,000,000, their specie $22,301,-687, and their circulation $5,907,851. The aggregate of the clearances between these institutions amounted for the week ending February 20, $514,-887,411 20, and for the week ending the 27th, $575,442,304 22, making a total of $1,090,329,715 42. This enormous sum is the result of but half a month's business of these associated banks; it reveals the extent of the financial operations of the regular bank dealers in this city alone, and certainly accustoms us to the use of large sums, and shows us how easily they may be disposed of without convulsion.

We are particular to notice this circumstance, because we think it is suggestive of a method by which taxation may be enlarged with great justice and good effect. Most of the heavy taxes we now encounter are laid upon manufacture and production. This is a charge on industry as well as capital. Now we imagine if the transfers of property were more relied upon for revenues we should realise larger sums and with less difficulty. In every business transaction the seller and buyer are both supposed to be benefited. Both ordinarily claim a profit. It is this profit in transitu which we would tax, as neither party would feel it. The purchaser who has by the transfer of real estate to himself made one, two, three or four thousand dollars, certainly could not be much injured by a per cent charge on the amount, which would be only a tax on his gains in the transaction. So in ordinary business sales of even the commonest articles, there is a supposed profit on both sides, and this would better bear a tax, than the manufacture on hand and unsold. We are aware this principle obtains already in our system of internal revenue, but we would carry it out still further, applying it to the various forms of these transactions, and the very papers which represent them.

So too devises, legacies, estates intestate, all passing to parties benefitted by them, which benefit is obtained under the protection of the law, should be called upon to contribute to the public wants, precisely as they are in England. A legatee who has not earned his estate, might very well be called on to pay a duty. We also believe that the stamp duties might be largely increased with good results. Men who borrow money and get it, are of all men the readiest to pay for the accommodation, and rarely feel it.

The balance on hand at the assistant Treasurer's office on the 1st Feb., was $34,960,499 19. The total receipts from all sources for the month of January last were almost incredible.

RECEIPTS.

Feb. 1, 1864, by balance, Cr.		$14,971,316 72
Receipts on account—		
Customs	$7,483,511 15	
Loans	15,686,350 59	
Internal Revenue	1,435,578 66	
Tronsfers	21,370,000 00	
Patent Fees	6,099 50	
Miscellaneous	6,739,749 37	
Post-Office Dep't	398,989 43	
		$53,130,278 90

In other words the receipts from all sources as named were at the rate of $636,000,000 per annum and though fifteen millions were from loans, and twenty one from transfers, probably from other offices, yet the fact is conclusive as to the financial power of the Government, and its ability to master and control large sums. Let our custom receipts be increased one-half, and our internal revenue be doubled as it may be, by placing government lines of steamers on the Ocean, as recommended by the Secretary of the Navy, and the New York Chamber of Commerce, and by increasing taxation on the current transactions of business, and there will not be the least difficulty in paying not only the interest of our debt in gold, but in creating a sinking fund which in twenty years will wipe out the principal. As we have again and again said, the present national debt as compared with the magnitude of the war and its objects, is a small one. It is as yet (legal tender currency bearing no interest, included) but about sixteen hundred millions of dollars, and with proper energy and skill in pursuing up our military advantages irrespective of political manœuvres and personal views, the war may be closed and the debt kept very near its present condition. But if politics are to be the sole business of our Statesmen, the best natured and the most patriotic, and self-denying people in the world will have been abused and betrayed.

It would be a most unhappy circumstance, if personal ambition or actual imbecility should cause any further unnecessary expenditures. The generous support of the North is not given to men but to the cause.

The money market continues easy on good short paper, the quotation being 5 per cent. There is a fair demand for the 5 20's at 107½ for account of foreign orders. Treasury certificates bring 99¾. Exchange for the Boston steamer closed at 174½, City Bank shares are held at a fair advance. The aggregate of the week's exports exclusive of specie was $3,596,520. Government securities continue firm at full prices, and are not offered in large amounts. There is the same scarcity in Border states and railway mortgages. Mining stocks are growing in favor. It is perceived that our copper, iron and lead mines are likely to pay large profits, since these metals are in as much demand as gold itself. The news from Europe is of a mixed character. It comes to us chiefly from English channels, and takes its color from the anxieties for peace, which there are evidently very great. But the last accounts from Denmark, and from Duppel, where the Danes were more successful, confirm us in the opinion that the war question is still in great doubt.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Hannibal and St. Joseph R. R. 20; do., pref., 45; Ohio and Mississippi pref. certificates, 85; Stonington R. R., 122; Buf., N. Y. and Erie 2d mort., 100; N. Y. Central Real Estate bonds, 104; At. & Gt. Western (Ohio div.) 1st mort., 97; North Carolina 6s, 60; Indiana, 5s, 85; do., 2½s, 62½; Illinois War Loan, 101½; Kentucky 6s, 101; Sixth Avenue R. R., 145; Quartz Hill Mining Co., 14¼; Central Coal, 73½; Wyoming Valley Coal 82½; Copake Iron 11¾; Lancaster Lead, 2; Bucks Co. Lead, 1; Canada Copper, 7½; Sandy River Coal and Oil Co. 1st mort., 91¼; Shoe and Leather Bank, 110; Merchants' Ex. Bank, 98; Continental Bank, 102;

St. Nicholas Bank, 101; Am. Ex. Bank, 110; Merchants' Bank, 106; Bank of Commerce, 107¾; Mechanics Banking Ass., 100; Irving Bank, 101½; Metropolitan Bank, 114; Continental Bank, 102½; Park Bank, 132; Butchers' and Drovers' Bank, 125.

Philadelphia.—Allegheny Valley R. R. 7s, 105; Camden and Atlantic, 17; do., pref., 25; do., 1st mort., 97¼; Elmira Chattle 5s, 78; Cleveland and Mahoning 1st mort., 104; Chester Valley, 6; Camden and Amboy mort. 6s, 108; Pittsburg 6s, 81½; Union Canal 3⅞; do., Int. bonds, 27; Huntington and Broad Top, 22½; do., 1st mort., 103; Penn. 6s, War Loan, 107⅛; Penn. R. R. div. stock, 65; West Branch Canal, 105; Ridge Avenue R. R., 20½ West Phila., 72½; Girard College, 30½; 13th and 15th streets, 42; 17th and 19th streets, 18¾; Hazleton Coal, 68; Buck Mountain, 32½; Big Mountain, 9⅝; Green Mountain, 7⅛; Fulton 7⅛; N. Y. and Middle Coal Field, 12½; Penn. Mining Co., 10⅛; Girard Mining, 6¼; Oil Creek, 14; Broad Top, semi-anthracite 12; Lehigh Zinc, 70; Mandan, 6⅝; Marquette, 5; Mech. Bank, 28⅛; Southwark Bank, 101½; City Bank, 55; Girard Bank, 46½; Western Bank, 72; Corn Exchange Bank, 37; Farmers' and Mechanics' Bank, 59. The latest quotations are: City 6s, 102¾@103; do., new, 107@107½; State 5s, 97@97½; do., coupon, 100@100;½ do., 6s, 1879, 102¾@103; Phila., Wil. and Balt., 66@68½; Reading, 66@66⅓; do., 6s, 1870, 106@106½; do., 1886, 132@132⅛; Camden and Amboy, 173@175; Pennsylvania R. R., 70@70½; do., 1st mort., 112@112½; do., 2d mort., 108@109½; Little Schuylkill R. R., 48@49¼; Morris Canal, 73@75; do., pref., 136@140; bonds, 105@106; do., 2d mort., 101@103; Wyoming Valley Canal, 84½@85; do., 6s, 99@100; Susquehanna Canal, 24⅞@25⅛; do., 6s, 68@69; Sch. Nav., 29¾@30; do., pref., 41⅝@41¾; do., 6s, 1882, 94¾@95; do., Imp., 94@96; Union Canal pref., 6½@7; do., bonds, 30@30½; Delaware Div. Canal, 39½@40; do., bonds, 97@100; Elmira and Williamsport, 37½@38½; do., pref., 53¾@54; do., 7s, 1873, 110@111; do., 10s, 77½@78; Beaver Meadow, 78¾@79¼; Harrisburg, 69½@71; Long Island R. R., 46@46¾; Lehigh Coal and Navigation, 61½@63; do., scrip, 54@55; North Pennsylvania, 36⅞@37; do., 6s, 99@99¼; do., 10s, 123@128; Philadelphia and Erie, 37⅝@38¼; do., 6s, 107@107¼; Minehill, 63¾@64; Catawissa, 23¼@25; do., pref., 43⅜@43⅝; Lehigh Valley, 85@90; do., bonds, 107½@108; Fifth and Sixth streets, (horse,) 60@65; do., 7s, 105@106; Second and Third, 82⅛@83; do., 7s, 108@112; Race and Vine, 19½; West Philadelphia, 72@72½; Spruce and Pine, 15½@15⅞; Green and Coates, 42@42½; do., 7s, 110@111; Chestnut and Walnut, 61@63; Arch, 37@37½; Thirteenth and Fifteenth, 41@42; Seventeenth and Nineteenth, 18¾; Girard College, 30@30½; Tenth and Eleventh, 52@60; Norristown, 58¼@59.

Boston.—Vermont Central, 2; do., 1st mort., 85; do., app., 87½; Grand Junction R. R. bonds, 1858, 24½; N. Y. and Boston Air Line 20; do., 6s, 45; Northern (Ogdensburg,) 3; do., 1st mort., 101¼; Rutland and Burlington 1st mort., 73; do., 2d mort., 31⅞; Conn. and Pass. Rivers R. R., 52½; do., 6s, 1876, 100½; South Shore R. R. 6s, 99¼; Eastern R. R. 6s, 1874, 103½; Mad River and Lake Erie R. R. 7s, 1866, 70; do., 6s, 1900, 70; Boston, Newport and N. Y. Steamboat Co., 1007½; Chelsea, horse, 48; Lynn and Boston, horse, 85; Somerville, horse, 32; Maine State 6s, 1880, 105; Vermont 6s, 1871, 103¼; do., 1874, 104½; do., 1876, 103⅞; New Hampshire 6s, 1871, 101½; do., 1875, 104; Rhode Island 6s, 1882, 105¼; Massachusetts 6s, 1876, 122½; Boston 5s, 1870, 116; do., 1886, 118@121⅝; Brooklyn 6s, Water Loan, 106; do., 7s, 1865, 100½; St. Joseph 10s, River Imp., 58; Portland 6s, 1870, 105; Chicago 7s, sewerage, 1888, 111; Bangor 6s, 1876, 102½; Augusta 6s, 1870, 102½; Bath 6s, 102¼; Charlestown 5s, 97¼; Boston Water Power Co., 46¾; Cary Imp. Co., 10⅛; Waverly Land Co., 3; Union S. S. Co., 165; East Boston Co., 13¾; Lorberry Coal, 70; Franklin Coal, 125; Boston Gas, 877½; Newtown and Watertown Gas, 65; East Boston Gas, 81; Dorchester Gas, 69½; Mt. Vernon Bank, 100½; Continental Bank, 100½; Maverick Bank, 94½; Revere Bank, 106; Blackstone Bank, 109; National Bank, 95; Suffolk Bank, 151½; Massachusetts Bank, 107½; Acton Mining Co., 4⅜; Albany and Boston, 10¼; Atlas, 7; Bay State, 20¾; Boston, 6¼; Black River, 66c.; Bedford, 5¼; Brome, 2⅝; Canada, 7⅞; Columbian, 9½; Chaudiere, 95c.; Chester, 42c.; Copper Falls, 40¼; Copake Iron, 12; Chaudiere, gold, 3; Dana, 5; Devon, 4; Durham, 72½; Excelsior gold, 9; Eagle River, 8½; Gt. Western, 4⅝; Green Mountain, 5⅜; Hanover, 4½; Humboldt, 5⅝; Hancock, 14; Hamilton, 6⅛; Hungarian, 3⅞; Hampton, 3; Huron, 39; Lake, 31c.; Logan, 1¾; Mesnard, 13¾; Madison, 6¼; Manhattan, 6¼; Mandan, 6½; North Cliff, 6¾; New England, 3⅞; Nequaket, 3⅛; Northwestern, 13; Ottawa, 62c.; Phœnix, 29¼; Pontiac, 7⅛; Ramsay, lead, 5⅞; Star, 11¼; St. Flavian, 2¾; Superior, 9⅜; Sutton, 2½; South Side, 5; St. Mary's, 10½; Stafford, gold, 2½; Tremont, 4¾; Union lead, 45; Washington, 3⅞; Winthrop, 6¾; Wickham, 97c.; West Minnesota, 1.

Baltimore.—Maretta and Cincinnati R. R. bonds, 101; N. W. Va. R. R., 10; do., 3d mort., 27½; Western Maryland bonds, 81¾; City Passenger R. R., 19¾; Springfield Mining Co., 3.40; Maryland Mining Co., 1.65; Santa Clara Mining Co., 27; Chesapeake Bank, 25½; Citizens Bank, 11⅛; Farmers' and Mechanics' Bank, 39; Merchants' Bank, 109. The latest quotations are: Balt. and Ohio, 107½@108¼; do., 6s, 1867, 103; do., 1875, 108@110; do., 1880, 110; do., 1885, 109@110; Northern Central, 43½@45; do., bonds, 1885, 101¾@102; N. W. Va., 9½@10; do., 1st mort., 105@108; do., 2d mort., 102¼; do., 3d mort., 25@29; do., guar., 101; Central Ohio 2d mort., 106; do., 3d mort., 85; do., 4th mort., 52@58; do., income 1857–'60, 36@38; Western Md. bonds, 82@82½; do., guar., 106; Maryland 6s, coupon, 1870, 107@108¼; do., Ins., 105@108; do., 1890, 108@111; Baltimore 6s, 1870, 105; do., 1873, 106; do., 1875, 108¾@109; do., 1886, 108¾; do., 1890, 109@109½; do., coupon, 109¼@109½; do., 5s, 1838–'70, 90@95; City Passenger R. R., 19@19½; North Carolina 6s, 55@60; Canton Co., 47@50; Deep River, .15; Gardner, .75@1.00; Guilford, .30@.50; Maryland, 1.50@1.60; North State, .10; Rudisell, .50@.70; Silver Valley, .10; Springfield, 3.35@3.45; George's Creek, 70@76; Santa Clara, 25@26¼.

Montreal.—Champlain and St. Lawrence R. W., 15@16½; do., preferential, 90@93; do., 6 per cents, 85@87½; Government 5 per cents, sterling, 94@95; do., currency, 92½@93½; do., 6 per cents, 1872, currency, 105@106; Montreal City bonds, 6 per cents, 98@98½; do., Water Works, 6 per cents stg., 98@98½; Quebec City 6s, 95@96; Ottawa city 6s, 1880, 90@91; Toronto 6s, 1872, 90@92½; County debentures, 80@90; Montreal Consols, $3@5; Huron Copper Bay, 50@60; Montreal Telegraph Co., 130@131; City Gas Co., 121@125; City Passenger Railway, 116@117.

The Public Lands.

In our character of journalists devoted to facts, we are often obliged to correct the misapprehensions of the public on statistical subjects; for false premises are the cause of most of the disorders of finance and philosophy.

A letter has been extensively republished in relation to our public lands, or as we may proudly term them, our National domain, in which the quantities remaining unsold, and the propriety of a repeal of the present Homestead law are stated, with the augument appended, that by their future sales we might nearly discharge the National debt. The writer of that letter estimates the amount of these public lands remaining as public property to be as follows:

States.	Acres.
In Ohio	745,000
Indiana	2,751,000
Illinois	14,060,000
Missouri	29,216,000
Alabama	17,238,000
Mississippi	24,308,000
Louisiana	22,854,000
Michigan	24,864,000
Arkansas	27,402,000
Florida	31,801,000
Iowa	27,153,000
Wisconsin	26,321,000
Minnesota	56,000,000
Northwest Territory	376,000,000
Oregon Territory	218,536,000
Nebraska Territory	87,488,000
Indian Territory	119,789,000
California and Utah	287,162,000
New Mexico	49,727,000
	1,423,415,000

These figures are pronounced by a Western cotemporary, well informed on this and kindred subjects, to be erroneous. In Ohio there are not 10,000 Government lands unsold, and not an acre of these saleable at any price. In Illinois there are not 25,000 acres of these public lands unsold. In Indiana the amount named is entirely beyond the actual fact. The people there would like to know where these millions of acres are situated. In Iowa the quantity is not three fourths of that stated. In Missouri not a fifth. Not a tenth in Mississippi, Louisiana or Alabama. Not a fourth in Arkansas, Michigan, Wisconsin or Minnesota, and not one half in Florida. A great part of this land will never bring ten cents an acre. So the statement in regard to Oregon is equally incorrect. Instead of two hundred and eighteen millions of lands in Oregon fit for settlement, there are not twenty millions. In fact the whole amount of surveyed lands in September, 1860, was 440,960,040, from which large grants, bounties and railway concessions were yet to be deducted. To give up our present tariff, and internal revenue system, and to rely on the sale of public land

would be the height of folly, and lead to bankruptcy and repudiation.

The policy of such a measure may be questioned on other grounds. The best of the public lands would be purchased by speculators. So that persons of small means would be obliged to purchase poor lands, or become practically the bondsmen and serfs of rich non-resident proprietors.

It is a fact well known in this state, that wherever large tracts of lands had been thus held by such proprietors, their settlement has gone on slowly. The plan, from the very nature of things, converts freehold settlers into poor dependent tenants. Now as long as the emigrant, whether a native or foreigner, can get good land without paying a large profit to the forestalling speculator, we may be certain of increasing emigration, population and production. These are the elements of our western growth. It appears that up to September 30, 1861, the whole quantity of public lands heretofore sold for cash, was 152,141,052 acres, and 247,245,102 had been disposed of on private claims, bounty land warrants, railroad and swamp land grants, &c.

This is the result thus far, of all the sales. It is not probable that the sales in the future would be in a much greater ratio, until the Pacific Railroad and its branches were completed. The annual amount of sales could not be very large, not as much per annum, as can be raised out of an ordinary whiskey tax. Besides we want men, we want workers and diggers in our soil. If we give them a homestead, they give us back the products of the soil for consumption and commerce, for transportation foreign and domestic; they build villages, towns and cities; they pay taxes; increasing in ability with agricultural improvement, we extend our political and financial power, and maintain our stability and unity. These are the views which thinking men take of the public lands, and their real value in the end. In the last report of Mr. Edmunds, Commissioner of the land office, he states that it is "the design of Congress not to look to the public lands as a source of direct revenue, but rather by encouraging actual settlement, and important works of internal improvement, to quicken the settlement of the Country, and by increasing individual wealth, *secure national riches and prosperity*."

Interference with Railroad Franchise.

A question of great practical importance to the interests of railroad corporations was recently decided in the Supreme Court, in an action brought by the New York and Harlem Railroad Company against the Forty-second street and Grand street Ferry Railroad Company. The defendants had made preparations to connect their railroad tracks on Twenty-third and Fourteenth streets by running a double track on Fourth Avenue. The plaintiffs had for years been in the enjoyment of a railroad franchise in the Fourth Avenue for a double track; the defendants proposed to lay one track on each side of the plaintiffs' road, leaving a space of twelve feet between the defendants' track and the curb. The plaintiffs claimed an exclusive right to the use of Fourth Avenue for railroad purposes under an agreement with the City of New York, which was the owner in fee of the soil of Fourth Avenue subject to the use of the public for a highway.

The plaintiffs obtained an injunction against the defendants' proceedings, which the defendants moved to dissolve. The case was heard before Mr. Justice Peckham of Albany, and he, after a consideration of the points raised by counsel, granted the motion. The following extract from the opinion, omitting technical questions, shows his view of the law applicable to the case:

The case must turn on the one question, whether the running by the defendant of a track on either side of the plaintiff's track is such an actual taking of the actual property of plaintiff, as cannot be done without compensation; for though there may be some question whether the crossing of plaintiff's track would not be such a taking as would require compensation, yet no such question is raised by the bill and answer, or the papers on this motion.

There is very little force I think in the objection, that it is proposed to lay defendant's tracks so near to plaintiff's as to injure or practically interfere with its running. The track proposed is the same distance from plaintiff's track, that plaintiff's tracks are from each other, viz: five feet. The interest which the plaintiff has in Fourth Avenue is a right of way; its franchise consists in its right to lay and use exclusively a railroad, subject to the duty of running public cars thereon. It has no control or interest whatever in that part of Fourth Avenue not occupied by its own road, except that common to the rest of the community, *i. e.*, that it shall be kept free and clear for public use.

All and any persons have a right to pass along said street.

They cannot stop and obstruct it. The crowd of passers may be so great as in itself to be an obstruction, yet so long as it is a moving crowd, whether of individuals or vehicles of any description, it is a legal use of the street.

Were the defendants then about to run any number of omnibuses or other ordinary wheeled vehicles the plaintiff could not complain. The injury to its road might be as great or even greater than that which may accrue from the proposed action of the defendants, and yet so long as their action was not malicious it cannot be pretended that the plaintiff would require a right to complain.

This shows that the consequence of which the plaintiff complains, *i. e.*, difficulty of access to its cars may exist and the plaintiff have no cause of action; in other words, the fact may exist and be no wrong, can it then be claimed that that which if caused by one means is not wrong, becomes a wrong on being effected by another means. The use of a city street by a railroad for running public cars has been decided to be a public use, the exclusive right to the track being controlled by the public right to the cars, that being as the running of the defendant's cars would be but an exercise by the public of the public right of way.

The cars were not run unless in obedience to the public wants, for otherwise they would not pay. Should they do so for the mere sake of malicious annoyance to the plaintiff other questions would arise.

If then after the running of the plaintiff's road, the public retained a right to the use of the rest of the street as a public street, and for public use, and if this proposed use by the defendants be as has been decided a public use, the plaintiff has suffered no infringement of its rights or property, and the injunction must be dissolved.

Tolls, Trade and Tonnage of the Canals.

From the Annual Report of the Auditor of the Canal Department on the tolls, trade and tonnage of the canals this State during the season of navigation in 1863, presented to the Assembly on the 15th ult., it appears that the whole amount of tolls received is $4,645,207, which is composed as follows:

Tolls on boats and passengers	$242,348
" on products of the forest	715,059
" on products of animals	89,426
" on products of vegetable food	3,012,823
" on other agricultural products	4,194
" on manufactures	137,017
" on merchandise	137,253
" on other articles	307,087
Total	$4,645,207

The whole amount of tonnage arrived at tide water by way of the Erie Canal from Western States and Canada, was 2,279,252 tons.

The whole amount of tonnage, the product of the State, was 368,437 tons.

Barrels of flour arriving	1,603,065
Bushels of wheat, 22,336,133, which, turned in flour, calculating five bushels to the barrel, would make	4,467,287
Total	6,070,352

Total number of bushels of corn arriving, 19,918,464.

Whole number of boats registered during the last year, 771, of the tonnage of 119,170.

Comparing the season of 1862 with that of 1863, shows a decrease in revenue of $543,736, and a decrease in tonnage of 41,093.

The whole amount of tonnage transported on the canals during the past season, ascending and descending, was 5,557,692. The value of such tonnage was as follows:

Product of the forest	$13,421,909
Product of animals	15,257,555
Vegetable food	84,866,206
Other agricultural products	966,750
Manufacture	13,044,051
Merchandise	91,417,513
Other articles	21,072,477
Total	$240,046,461

The total number of tons carried one mile during the last season was $1,034,130,023.

In flour and wheat there has been a decrease in tonnage the past year of 348,643, and a decrease in tolls of $620,483. In corn and oats there has been an increase of 13,571 tons, and a decrease in tolls of $82,551.

Whole number of bushels of barley transported over the canals in 1862, was	2,764,916
In 1863	3,816,458
Increase	1,051,542
The number of bushels which arrived at tide water in 1862, was	2,562,659
In 1863	3,263,792
Increase	701,133
Amount of tolls received on barley and barley malt in 1862, was	66,760
In 1863	100,440
Increase	33,680

Comparing the traffic in tolls of 1863 with 1862, there has been a decrease in the shipments of corn of 138,287 tons, and a decrease in tolls of $221,476

Making a like comparison in the shipment of oats, and there was an increase of 151,852 tons and an increase of $138,925 in tolls.

Cleveland, Columbus and Cincinnati R. R.

The following is the statement of this company for the year ending December 31, 1863:

Earnings for the year 1863		$2,145,080 22
Expenses for eleven months ending November 30.....	$861,785 45	
December expenses (not fully paid,) estimated.	100,000 00	
		$961,785 45
Net earnings for the year		$1,183,294 77
There has also been expended during the year, for new depots, machine shops and engine houses, and additional depot grounds and tracks .		163,575 00
New and additional cars and engines		102,170 00
Woodlands		23,000 00
Indorsed Columbus, Piqua and Indiana Railroad bonds taken up ..		61,000 00
Bellefontaine and Indiana Railroad stock purchased		201,994 00
		$551,739 00
Add cash dividend paid August 1, 1863, 6 per cent.....	$300,000 00	
Add cash dividend payable February 1, 1864, five per cent.....	250,000 00	
		550,000 00
Total.....		$1,104,739 00

A stock dividend of twenty per cent. has also been declared, payable February 1, 1864.

Interest and Dividends.

The coupons due March 1, 1864, from the bonds of the Peninsular Railroad Company of Michigan will be paid at the office of the company, No. 8 Wall street.

The Pittsburg, Ft. Wayne and Chicago Railway Company have declared a dividend of 7 per cent. on their third mortgage bonds, for the year ending December 31, 1863, payable on and after April 1, at the office of Winslow, Lanier & Co., 52 Wall street.

The Board of Directors of the Bellefontaine and Indiana Railroad have declared a dividend of twenty-five per cent.

The Wyoming Valley Canal announces its regular quarterly cash dividend of four per cent., payable on the 21st of March. The company also authorizes the issue and distribution to shareholders as they may stand on the books of the company March 6th, 1864, of two thousand shares of stock at par, being an increase of $100,000 of the capital stock, in lieu of that amount of cancelled bonds, the new stock to be divided at the rate of one share to every six held, without regard to fractions. This, it will be remembered, is not a stock *dividend* but a stock *distribution*, for which the par of fifty dollars per share must be paid. The shares are now selling at 83.

The Chemung Railroad Company will pay on demand, at the Park Fire Insurance Co., a quarterly dividend of 2 per cent. free of tax.

The Hudson River Railroad Company has declared a semi-annual dividend of five per cent., payable March 12.

The Delaware and Hudson Canal Company have declared a semi-annual dividend of 10 per cent.

☞ The amount of stock divided to the shareholders of the Pennsylvania Railroad Company last week was some 85,000 shares, representing at their par value $4,200,000, or at their market price $6,035,000. With this addition of new stock, the capital of the company is now represented in 365,000 shares, covering at par $17,250,000 in money.

Debt of Sacramento, Cal.

We are indebted to Hon. Chas. H. Swift, Mayor of Sacramento, for the following statement of the indebtedness of that city:

Sacramento has three series of debts and liabilities, as follows:

1st—6 per cent. registered bonds with coupons, $1,474,800—authorized by act of Legislature May 28, 1858, and payable in 1888, 1893, 1898, and 1903. Issued for the redemption of all outstanding debts, including bonds previously issued. For the payment of interest 55 per cent. of all city revenue is pledged, and interest has been paid to date.

2d—Miscellaneous bonds, $240,440. These bear different rates of interest, and are fundable, under the act of May 28, 1858, in 6 per cent. registered bonds (as above,) but are not yet funded. They include bonds issued for the Fire Department, Water Works, Levee, City Hall, Prison, etc. On funding, the accrued interest will be added.

3d—Certificates for floating debt, $66,362. These were issued to retire floating debt accumulated from 1858 to 1863, and are secured by a special tax annually until paid. No interest is attached, and their redemption may take place at any time when $1,000 is on hand—the lowest bidder for the sum offered having preference.

The total debt of the city is $1,781,602.

The Mayor regrets that he cannot send a more favorable account. But "stubborn facts will not allow it."

Susquehanna and Wyoming Valley Railroad and Coal Company.

The committee on securities to be dealt in at Stock Exchange, have made to that body the following statement of facts obtained from official documents:

The company is chartered by special incorporation in Pennsylvania, (Act of 1854, patent granted 1859, charter expires 1875,) owns mines and town lots at Scranton; transports its coal to New York by Delaware, Lackawanna and Western Railroad. No floating debt. Mortgage 7 per cent., is $500,000, less $12,000 retired, $488,000. The bonds appear to have been issued in payment for the property in Scranton, and are convertible into stock. Capital stock at present, 6,400 shares of $50—$320,000, with power to increase for mining purposes, and since this application was made to the Stock Exchange, the company has decided to increase to 20,000 shares of $50 each, $1,000,000. No individual liability is apparent, except for labor and materials used in mining operations. The increase of capital is represented to be for additional cars and mining lands, and the new shares will be issued in payment for the contracts made or to be made.

Penn Haven and White Haven Railroad.

The annual meeting of the stockholders of this company was held at Mauch Chunk on the 25th of January, when the following gentlemen were elected to serve for the ensuing year: President, Asa Packer; Managers, Asa Packer, John A. Hutchinson, William H. Gatzmer, Robert Lockhart, Robert H. Sayre and Garret B. Luckerman; Treasurer and Secretary, John A. Hutchinson. The Penn Haven and White Haven Railroad begins at Penn Haven, on the Lehigh, nine miles above Mauch Chunk, and skirting that stream for a distance of sixteen miles to White Haven, where it connects with the plane of the Lehigh Navigation Company to Wilkesbarre. The Philadelphia *Ledger* says: "The rails are already being laid down on one portion of it, and spring will see it finished and in operation. It will be an important feeder to this city in connection with the roads from the Wyoming and Lackawanna regions."

California Treasure Shipments.

The total amount of treasure shipped from San Francisco during the year 1863 by the Pacific Mail Steamship Company, was $41,569,783 67. Of this only $10,390,229 66 was sent directly to New York, the remainder, $31,179,454 01, having been shipped to Panama and England. The rebel privateers were the probable cause of depriving our steamers of the carrying trade. The *Alta California* gives the shipments of treasure since 1849, and including that year, as follows:

1849.....	$4,921,250	1857.....	$49,340,187
1850.....	27,476,346	1858.....	43,897,159
1851.....	45,582,095	1859.....	47,664,299
1852.....	46,586,134	1860.....	42,303,345
1853.....	57,331,024	1861.....	40,639,090
1854.....	51,328,855	1862.....	42,380,809
1855.....	44,640,090	1863.....	41,569,783
1856.....	51,042,268		
Total.....			$637,002,534

The shipments to China and other points by other vessels than the Pacific Mail Steamship Company, are included in the total shipments of the year previous to 1863. If these were included in the estimates of last season they would swell the gross amount to a total not greatly below that of any previous year.

☞ At a meeting of the directors of the Northern Central Railroad Company, held in Baltimore on the 25th inst., a motion was made to refer the annual report of the directors to a committee of five, with instructions to report thereon at a meeting to be held at Calvert Station on the 15th of April next. The subjects of stock and cash dividends, or both, the expenditure of $1,500,000 as recommended by the Superintendent, as well as all matters affecting the interests of the shareholders to be embraced in said report. We are informed that the sentiment of those most interested in the successful working of the line was adverse to a dividend either of cash or stock.

☞ The Erie Railway Company has passed resolution authorizing the conversion of the bonds of the Long Dock Company into stock of the Erie Company, requiring 20,000 shares of new stock. A resolution was also passed allowing the conversion of the Buffalo Branch Bonds, $200,000. The conversions have increased the common stock thus far 10,000 shares.

Albany Horse Railroads.

We learn that contracts have been executed for the completion of the track of the Horse Railroad from the present terminus in Washington Avenue, at Townsend's Park, to the Two Mile House, on the Schenectady Turnpike, West Albany, and from the present railroad in State street at its intersection with Pearl street, to the south bounds of the city. The latter route will be extended to Kenwood as soon as the company can obtain the right of way. These roads are to be commenced as soon as the weather will permit, and are to be completed with despatch.

☞ Sixteen millions of mortgage debt in Ohio have been paid off within the two last years. In 1863 the total outstanding mortgage debt unpaid was $19,973,171. The amount of judgment debts paid off during the same time was about $9,000,000.

Area, Population, Valuation and Debt of each of the Loyal States of the Union.

Compiled and reduced from official reports—By R. S. Fisher, M.D.

States.	Area in square miles.	Population according to Census, 1860.	*Valuation of Real Estate and Personal Property assessed in 1862.	Debt and Liabilities at the close of the fiscal year 1862. Absolute Debt.	Contingent Liabilities.	Total Debt & Liabilit's.	Population to square miles.	—Proportion per capita.— Valuation.	Debt and Liabilities. Absolute.	Contingent.	Tot. Debt.	Debt & Liabilities to valuat'n—rates per centum.
California	188,892	379,994	$160,369,072	$5,569,285	.....	$5,569,285	2.01	$422.03	$14.66	.....	$14.66	$3.47
Connecticut	4,674	460,147	247,065,811	3,000,000	.....	3,000,000	98.45	536.92	6.52	.....	6.52	1.22
Delaware	2,120	112,216	39,767,233	.....	.....	.....	52.93	354.38	.....	.....	.....	.....
Illinois	55,405	1,711,951	389,207,372	12,337,381	.....	12,337,381	30.90	227.35	7.21	.....	7.21	3.17
Indiana	33,809	1,350,428	365,925,768	8,609,173	.....	8,609,173	39.94	270.97	6.38	.....	6.38	2.35
Iowa	55,045	674,913	173,835,073	1,122,296	.....	1,122,296	12.26	257.42	1.66	.....	1.66	0.65
Kansas	78,418	107,206	20,290,037	194,000	.....	194,000	1.37	189.26	1.81	.....	1.81	0.95
Kentucky	37,680	1,155,684	528,212,693	7,479,244	.....	7,479,244	30.67	457.06	6.47	.....	6.47	1.41
Maine	31,766	628,279	164,714,168	2,162,727	.....	2,162,727	19.78	262.18	3.44	.....	3.44	1.31
Maryland	11,124	687,049	286,776,734	11,629,730	3,269,321	14,899,051	61.76	417.40	16.91	$4.68	21.69	5.19
Massachusetts	7,800	1,231,066	861,485,418	5,305,144	5,824,435	11,129,579	157.83	699.79	4.31	4.73	9.04	1.29
Michigan	56,243	749,113	172,055,840	2,881,038	100,000	2,981,038	13.32	229.68	3.85	0.13	3.98	1.73
Minnesota	83,531	172,123	38,712,427	350,000	2,275,000	2,625,000	2.06	224.91	2.03	13.23	15.26	6.79
Missouri	67,380	1,182,012	366,935,851	1,033,000	23,701,000	24,734,000	17.54	310.43	0.87	20.05	20.92	6.74
New Hampshire	9,280	326,073	123,810,089	735,100	.....	735,100	35.14	379.70	2.26	.....	2.26	0.59
New Jersey	8,320	672,035	296,682,492	876,820	.....	876,820	80.77	441.46	1.30	.....	1.36	0.29
New York	47,000	3,880,735	1,433,766,016	30,179,425	338,000	30,517,425	82.56	369.45	0.09	7.77	7.86	2.13
Ohio	39,964	2,329,511	889,285,292	17,021,042	.....	17,021,042	58.54	380.12	4.39	.....	4.39	1.91
Oregon	95,274	52,465	21,288,931	.....	.....	.....	0.55	405.77	.....	.....	.....	.....
Pennsylvania	46,000	2,906,115	569,049,867	40,443,033	.....	40,443,033	63.17	196.15	13.92	.....	13.92	7.11
Rhode Island	1,306	174,620	125,104,305	2,000,000	.....	2,000,000	113.71	716.41	11.45	.....	11.45	1.56
Vermont	10,212	315,098	84,758,619	984,977	.....	984,977	30.85	269.00	3.12	.....	3.12	1.16
West Virginia	20,541	349,698	151,404,267†	.....	.....	.....	17.02	432.98	.....	.....	.....	.....
Wisconsin	53,924	775,881	182,507,222	1,500,000	.....	1,500,000	14.39	235.23	1.93	.....	1.93	0.82
Total 24 States	1,045,708	22,394,412	$7,693,010,597	$155,413,415	$35,507,756	$190,921,171	21.41	$343.52	$6.94	$1.59	$8.53	$2.49
Census or true valuation	.....	.....	11,033,872,524	.....	.....	.....	.....	.....	.....	.....	.....	.....

* The amounts here given are such only as are liable to State Taxation—the real valuation is much greater.

† Valuation estimated at one-fifth of the total of Virginia as in 1860.

Baltimore City Passenger Railway.

A bill has been favorably reported to the Baltimore City Council, amending the charter of the Passenger Railway Company of that city so as to allow it to charge six cents fare for each passenger instead of five, as at present. The operations of the act are limited to two years from its passage. The Company say that unless the act is passed they will be compelled to stop running.

☞ It now seems highly probable that, notwithstanding the many disappointments we have experienced in regard to the building of the Buffalo and Pittsburgh Railroad, we are, at last, to have a real genuine railroad through this village! We learn that Engineers are already surveying two lines for the proposed route—one through Springville, East Otto, Mansfield, and Ellicottville, and the other through Aurora and Machias, along the old and unfinished route.—*Cattaraugus Freeman.*

Montreal and Champlain Railroad.

We learn that this road passed into the hands of the Grand Trunk Railroad Company on the 1st of January last. Passengers are now carried across the Victoria bridge free of charge, and with but little loss of time. The well known ferry boat the Iron Duke will consequently be no longer necessary to carry Railway passengers across the river.

☞ J. N. McCullough, Esq., has been appointed General Superintendent of the Pittsburg, Fort Wayne and Chicago Railroad, in the place of John B. Jervis, Esq., resigned. Mr. Jervis has been appointed Chief Engineer.

☞ The library of Congress contains 82,000 volumes, and during the last sixty years $343,000 have been expended on the purchase of books. By law a copy of every book published in this country must be deposited in this library.

Brome Mining Company.

This is a Canada Copper mine, with 100,000 shares. The location of the mine is in the town of Sutton, Brome County, Canada East, and this region is now attracting unusual attention from the success of the Canada, Bedford, and Sutton mines. The Brome has the same vein as the Sutton, and is even more favorably situated on the side of the hill, than the latter, equally as good ore being taken out within a few feet of the surface as is obtained by sinking shafts, 60 to 70 feet at the Sutton. Work has been progressing at the mine for nearly a year, and is being pushed with vigor.—*Boston Courier.*

Rockland and Bath Railroad.

This project it is said commands a fair prospect of being built. A Wiscasset correspondent of the Rockland *Free Press*, in urging the importance of a railroad along the shore route, to the Kennebec and Portland road, says a route has been reconnoitered, striking the Kennebec at Twing's Point, below Swan Island, and seven miles from Wiscasset.

Chicago and Alton Railroad.

The operations of the Chicago and Alton Railroad for the year ending Dec. 31, 1863, have been thus: The gross earnings of the line have been $2,021,770 22, being an increase of $515,165 90 over 1862. After deducting the amount paid the Joliet, Chicago, and Terre Haute and St. Louis Railroads, Alton Packet Company, &c., of $348,663 62, the earnings of the Chicago and Alton Railroad amounted to $1,673,706 60, being an increase of $448,705 77 over 1862. The expenses of the Chicago and Alton Road in 1863 were $971,840 78, being an increase of $204,633 77 over 1862. The balance carried to the credit of income account in 1863 amounted to $701,865 82, or an increase of $244,072 over 1862.

Camden and Amboy Railroad.

The Camden and Amboy Railroad Company have applied to the New Jersey Legislature for an extension of their privileges for a period of twenty years from the 1st of January, 1869, at which time their present grant will expire. The present application is not for an extension of charter, which, we think, extends some twenty-five years yet, but for an extension of their original privilege of exclusively carrying passengers and freight between Philadelphia and New York. In view of the advantages which result to the taxpayers of New Jersey from the connection of the State with the joint companies, there is little reason to doubt the extension of the privilege solicited. Not only does the State's interest in the companies largely exempt the people from taxation, but the connection has had the effect of giving a railroad to every country in the State, and some of the counties so isolated that railroad advantages could by no other means have been obtained. Of course such a system will not be lightly yielded, however much outside schemers may complain.—*Phila. Ledger.* Feb. 27.

Another Outlet from the Lehigh Valley.

We notice in a Montgomery county newspaper of last week the report of a meeting in favor of a new railroad connecting that valley with the Schuylkill Valley, which, if carried out, must greatly advantage the Reading Railroad. That company having within the last two years absorbed all the roads in the valley of the Schuylkill, is now looking to the Lehigh Valley for a portion of the coal and iron productions of that wonderfully prolific region. The proposition now is to construct a new railroad, of some eighteen miles in length, from near Pottstown, on the line of the Reading Railroad, to some point most feasible, on the East Pennsylvania Railroad, as near to Allentown as may be. Such a line of road, connecting with this city, would use about forty-five miles of the Reading Railroad, and, independent of the trade that such a connection would invite from the Lehigh Valley, the region of country through which it is proposed to construct the connecting

link abounds in large quantities of the very best and richest iron ore in the State. At the meeting of citizens held last week a committee was appointed to raise $300,000 on the line of the projected road, and a statement was made from J. Dutton Steele, of the Reading Railroad, that that company could be induced to endorse the bonds of the proposed road to two-thirds the estimated cost to build the first section. The Reading Railroad management adopted the true policy when it set up as principal carrier from the Schuylkill region, and in commanding the lateral roads instead of being subservient to them, took the first step in the development of its capacity to command and control the tonnage of the Schuylkill region. Its subsequent amicable arrangements with competing lines were all in the same salutary direction, and gave the company last year a coal tonnage of over *three millions of tons*, at a per centage of net profits, over interest and all expenses, of about 22 per cent.—a per centage of profits unequalled by any road of equal length in the country.—*Phila. Ledger.*

Wisconsin and Lake Superior Railroad.

We see by a correspondence from New York, in the Lake Superior *News and Journal*, that the initiatory steps are being taken in New York for organizing a company to build a railroad from the copper mines of Lake Superior to Green Bay. It is to be known as the Wisconsin and Lake Superior Railroad, and will run from the mouth of the Menominee river to the copper range, via. Lake Michigaumi and Kewenaw Bay. The road will probably take the grant of the Ontonagon and State Line Road, and will pass through a rich iron region.

That such a road must eventually be built, has long been evident to us, and we are happy to learn that a movement is being made in the matter.—*Green Bay Advocate.*

RAILROAD IRON.

FOR SALE, to arrive, 800 Tons English Rails of the G L Brand, 52 lbs. per lineal yard.
Apply to C. CONGREVE & SON,
No. 6 Pine street, New York.

BROWNE'S METALLIC WEATHER STRIPS and Window Bands.

TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all t mes. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO., **644 Broadway, corner of Bleecker st.** Local Agents wanted everywhere.

EAST RIVER
STEEL WORKS
AND
ROLLING MILL,
Cor. 18th Street and Avenue B.

AUSTIN KELLEY & CO.

Manufacturers of CAST STEEL for WIRE RODS, FILES, TOOLS, MACHINERY, TIRES, RAILROAD AXLES, FROGS and SIDE PLATES, Steel Converters and Refiners, and CAST-STEEL WIRE DRAWERS.

We invite the attention of FILE MANUFACTURERS to our TAPER STEEL of all sizes for SAW FILES.

All steel warranted, both in quality and finish, equal to any imported.

OFFICE AND WAREROOMS,
254 CANAL STREET, NEW YORK.

Notice to Contractors.

ENGINEER'S OFFICE MORRIS & ESSEX R. R. Co.
NEWARK, N. J., Feb. 15th, 1864.

SEALED PROPOSALS will be received at this office for the grading, masonry and bridging of the extension of the Road of this Company, from Hacketts-town to the Delaware River, at Phillipsburg, (a distance of twenty-three miles,) until Saturday, the 26th day of March next.

Maps, profiles, plans and specifications, with blank forms for proposals and approximate estimates of quantities, will be in readiness at this office on and after Saturday, March 12th.

6t8. J. B. BASSINGER, Chief Engineer.

TO RAILROAD CONTRACTORS.

Sealed proposals will be received at the office of the Pacific Railroad, (of Missouri,) in St. Louis, till March 25, 1864, for doing the graduation and masonry of about thirty-five miles of the road, being from Holden, in Johnson County, to a section in Jackson County between the Little Blue and Independence. Profiles, list of sections to be let, giving time as to when they must be completed, forms of bids, specifications, &c., can be seen at the office of the Chief Engineer in St. Louis.

Bids should be made for each section of about one mile, and no distance greater than ten miles will be let to any party or firm

Payments will be made monthly in cash, fifteen per cent. being retained till the completion of the work.

Bids should be addressed to GEORGE R. TAYLOR, President, and where the bidder is not personally known to the President or Engineer, he must accompany his bid by substantial references, and should give also his post-office address, and he will be informed of the acceptance or rejection of his offer.

The company reserve the right to reject any or all bids.
T. McKISSOCK, Chief Eng'r and Sup't.

SPECIAL NOTICE
TO
BANKERS, BROKERS,
Coal, Mining Companies, Merchants and Others.

THE BUILDINGS
69, 71, and 73 Broadway,
(Cor. of Rector street,)

Are to be altered into and fitted up in a very superior manner as first class offices. Also offices corner of Broad street and Exchange Place, No 4 and 6 Broad street, and No. 19 Wall street. Parties desiring to select space and have improvements to suit themselves can see the plans by calling on

EDWARD MATTHEWS,
Corner of Broad street and Exchange Place,
NEW YORK.

JUST PUBLISHED.
Holley's Railway Practice.

AMERICAN AND EUROPEAN RAILWAY PRACTICE in the Economical Generation of Steam, including the materials and construction of

Coal-Burning Boilers, Combustion, the Variable BLAST, VAPORIZATION, CIRCULATION, Super-Heating, Supplying & Heating Feed-Water, &c.,

And the adaptation of Wood and Coke-Burning Engines to Coal-Burning, and in Permanent Way, Roadbed, Sleepers, Rails, Joint Fastenings, Street Railways, etc., etc.

By ALEXANDER L. HOLLEY, B. P.

With seventy-seven Lithograph Plates. One volume folio, cloth. Price $10.

ALSO RECENTLY PUBLISHED,

Ward's Steam for the Million. One Vol., 8vo., cloth,..$1 00
Walker on Screw Propulsion. " " " .. 75
King on Steam, Steam Engine, Propellers, etc. Eighth edition, cloth..... 2 00
Whildin's Strength of Materials. 12 mo, cloth..... 75

D. VAN NOSTRAND,
BOOKSELLER, PUBLISHER AND IMPORTER,
6m4 **No. 192 Broadway.**

UNION
STEAM AND WATER
HEATING COMPANY,
FOR WARMING AND VENTILATING
PUBLIC BUILDINGS, PRIVATE RESIDENCES, GRAPERIES, GREENHOUSES, ETC,
UNDER GOLD'S IMPROVED PATENTS.

PRINCIPAL OFFICE, 634 BROADWAY, NEW YORK.
T. F. BRINSMADE, Agent.

SCHAFFER & BUDENBERG,
ENGINEERS AND MANUFACTURERS OF
Patent Steam & Vacuum Gauges,
REVOLUTION COUNTERS, INDICATORS, &c,
Works at Buckau-Magdeburg, Prussia.
Branches: 92 George St., Manchester; 202 Hope St., Glasgow; 6 Rue de Choiseul, Paris; and
61 CEDAR STREET, NEW YORK.

About 50,000 of these Gauges have been manufactured and sold. The rapidly increasing demand for them demonstrates their superiority over all others hitherto known.

RAILROAD,
SHIP,
BOAT AND
BRIDGE SPIKES,
MANUFACTURED BY THE
NEWARK SPIKE CO.,
Newark Avenue,
NEWARK, N. J.

PARTICIPATION.
ÆTNA
Fire Insurance Company of New York,

CASH CAPITAL, $200,000. No. 170 Broadway. CHARTERED 1824.

INSURES Buildings, Merchandise, Household Furniture, Vessels in Port and their Cargoes, etc., against Loss or Damage by Fire, on the most favorable terms; also, **Inland Navigation & Transportation Risks.**

The Insured receive 75 per cent. of the Net Profits annually, without incurring any Liability. When preferred, a discount will be made in lieu of participation in Profits.

SCRIP DIVIDEND OF 1861 ----50 per cent.
SCRIP DIVIDEND OF 1862 ----50 per cent.
SCRIP DIVIDEND OF 1863----50 per cent.

JACOB BROUWER, President.
LIVINGSTON SATTERLEE, Sec'y.

THOMAS TURTON & SONS,
SUCCESSORS TO
WM. GREAVES & SONS,
Sheaf and Spring Works, SHEFFIELD.
STEEL AND FILE WAREHOUSE,
83 JOHN STREET, NEW YORK.

STEEL for Tools Taps, Punches, Dies, Piston Rods, Crank-Pins, Springs, Shafting, Connecting Rods, Spindles, etc.

Files marked "Wm Greaves & Sons," and "T. Turton, of Superior quality.

Wm. Greaves & Sons' Superior Edge Tools.
Agent, **WM. FINDLAY,**
83 John Street, New York.

HY. MAURER. ADAM WEBER.

MANHATTAN
FIRE-BRICK & CLAY RETORT WORKS.
MAURER & WEBER,
(Of the late Firm of B. Kreischer & Co.)
PROPRIETORS.
Office and Works in 15th St. & Ave. C,
OPPOSITE MANHATTAN GAS WORKS.
Fire Brick and Tiles,
OF ALL SHAPES & SIZES.
Fire Mortar, Clay and Sand.
Articles of Every Description made to order, at the shortest notice.

CAST STEEL.

MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD.

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE **"VICKERS" TYRES are in constant and extensive use on almost all** the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guarantied to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

OFFICE OF THE

ÆTNA

FIRE INSURANCE CO. OF NEW YORK,

NEW YORK, *January* 12, 1864.

☞ THE DIRECTORS OF THIS COMPANY Have this day declared a Semi-Annual CASH DIVIDEND to Stockholders of FOUR (4) PER CENT., payable on demand. Also, a SCRIP DIVIDEND of FIFTY (50) PER CENT., to its Customers upon the premiums earned during the year ending December 31st, 1863, on all its policies entitling the holders to participate in the profits of the Company's business, and scrip will be issued on the 15th day of February. Also, an INTEREST DIVIDEND of SIX PER CENT, in Cash on all outstanding scrip, payable on demand; all free from Government tax.

LIVINGSTON SATTERLEE, Sec'y.

TIRES,

LOWMOOR, BOWLING & SEMI-STEEL.

AXLES,

Kinsly Co., Bridgewater and Nashua.

For sale by **WILLIAMS & PAGE, 67 Water, St., Boston.**

COAL.

ANTHRACITE

AND

BITUMINOUS COALS

of all kinds.

QUINTARD & WARD, 11 Pine street, N. Y.

The Mercantile Mutual INSURANCE COMPANY,

No. 35 WALL ST., NEW YORK.

INCORPORATED, APRIL, 1842.

ASSETS OVER $1,250,000.

MARINE and Inland Transportation risks on Vessels. Freight and Merchandise insured on the most favorable terms.

Policies are issued, loss, if any, payable in Gold, or at the office of RATHBONE, BROTHERS & CO., Liverpool, if desired.

Parties effecting insurance at this office may participate in the Scrip dividend of profits, or receive an equivalent cash discount, at their own option.

The risk of war covered at the lowest current rates.

ELLWOOD WALTER, Pres't.
CHAS. NEWCOMB, Vice Pres't.
C. J. DESPARD, Secretary.

CENTRAL PACIFIC RAILROAD COMPANY OF CALIFORNIA.—The coupons due Jan. 1, 1864, on the Mortgage Bonds of this Company, will be paid on and after the 1st proximo, in gold coin, less Government tax, at the office of EUGENE KELLY & CO., No. 36 Wall street. 1md21.

PATENT SOLID EMERY WHEELS.

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able in future to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address JOSIAH BARTLETT. Office No. 51 Beekman st., (up-stairs,) New York.

OFFICE OF THE

COLUMBIAN (MARINE) INSURANCE COMPANY,

Corner of WALL and NASSAU Streets.

CASH CAPITAL....$1,000,000

Total Assets, June 2nd, 1863, less Losses adjusted and paid, $2,008,651 03.

LOSSES PAID IN GOLD

Upon RISKS on which the PREMIUM is paid in like Currency.

DEALERS with this Company will be allowed the option (to be signified at the time of application for insurance) of receiving in lieu of scrip, at the end of each year, Returns in Cash, of premiums paid and earned during the year, upon all new risks under the New York form of policy, as follows:

1st. Upon every OPEN policy (CARGO RISKS) upon which there shall have been earned and paid $300 and upwards, a return of TWENTY PER CENT.

2d. Upon other voyage risks upon CARGO and FREIGHT, a return of FIFTEEN PER CENT.

3d. Upon TIME risks upon HULLS and FREIGHT, a return of TEN PER CENT.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of One Hundred Dollars.

B. C. MORRIS, President.
THOS. LORD, Vice-President.
WM. M. WHITNEY, 2d Vice-Pres't & Sec'y.

BRASS SWITCH LOCKS,

MARKED with initials of Road, with chains and keys. **EXTRA LOCKS AND KEYS**—when ordering Locks and Keys to match others, enclose key in letter.

WILLIAMS & PAGE, 67 Water street, BOSTON.